

To: Glodich, Jeffrey (J.M.)[jglodich@ford.com]; 'ball.joel@epa.gov'[ball.joel@epa.gov]; Beierschmitt, Thomas (T.A.){tbeiers1@ford.com}; 'Berg, Olle ()'[olle.berg@volvocars.com]; "Beth Perry <eperry@sae.org>" <BethPerry[eperry@sae.org]; 'Bob Maxwell'[remaxwell@comcast.net]; brian.mace@horiba.com[brian.mace@horiba.com]; 'Buller, Patrick'[patrick.buller@volvocars.com]; Paulina, Carl[paulina.carl@epa.gov]; Chris Nevers[CNevers@autoalliance.org]; Christopher J Twarog [christopher.twarog@gm.com]; 'david.woods@chrysler.com'[david.woods@chrysler.com]; 'Dennis Pawlak'[Dennis.Pawlak@na.mitsubishi-motors.com]; 'Douglas Reid'[Douglas.Reid@na.mitsubishi-motors.com]; Dr. Robert Otto Rasmussen, PE [Robotto@TheTranstecGroup.com]; guanghui.cai@gm.com[guanghui.cai@gm.com]; 'Jeff Foor'[jdf14@chrysler.com]; 'Jenny.Sigelko@vw.com'[Jenny.Sigelko@vw.com]; 'JNIKEUS@volvocars.com'[JNIKEUS@volvocars.com]; 'Keith Thompson'[Keith.Thompson@bepco.com]; kyle.bedsole@gm.com[kyle.bedsole@gm.com]; 'Mahmoud Yassine'[mkky@chrysler.com]; Mahrous Michel (FCA) <michel.mahrous@fcagroup.com>[michel.mahrous@fcagroup.com]; 'Marc Belzile'[marc.a.belzile@tc.gc.ca]; 'mark paxton'[mpaxton@ganassi.com]; McCarthy, Chris (C.){CMCCAR61@ford.com}; 'Meyer, Norm'[norm.meyer@tc.gc.ca]; mike.timmerman@horiba.com[mike.timmerman@horiba.com]; Okawa, Naoyasu (N.)[okawa.n@mazda.co.jp]; Peabody, Jason (J.A.){jpeabod6@ford.com}; 'Peter Z. Janosi'[peter.janosi@roush.com]; 'RMiller@hatci.com'[RMiller@hatci.com]; 'Roxanne Loeffler'[rloeffler@sae.org]; 'Schlueter, Hannah (EASZ/1)'[hannah.schlueter@volkswagen.de]; sconrad@hatci.com [sconrad@hatci.com]; 'snyder.jim@epa.gov'[snyder.jim@epa.gov]; Steve Karamihas[stevemk@umich.edu]; steve.baldus@gm.com[steve.baldus@gm.com]; 'Suanne.Thomas@vw.com'[Suanne.Thomas@vw.com]; 'tom.beierschmitt@tema.toyota.com'[tom.beierschmitt@tema.toyota.com]; 'tommy_chang@ahm.honda.com'[tommy_chang@ahm.honda.com]; 'Vineet Mehta'[vineet@teslamotors.com]; Beggs, William S.[william.beggs@gm.com]; Ott, William[ott.william@epa.gov]; william.meschievitz@tema.toyota.com[william.meschievitz@tema.toyota.com]; Wright, DavidA[Wright.DavidA@epa.gov]; yosuke_sato@ahm.honda.com[yosuke_sato@ahm.honda.com]; Yuhase, Nicole (L.){nyuhase@ford.com}; Zhu, Jennifer (J.)[jzhu38@ford.com]
Cc: Nikeus, Jill (J.N.){jill.nikeus@volvocars.com}; Frank Bohanan[fbohanan@mazdausa.com]; Tommy_Chang@ahm.honda.com[Tommy_Chang@ahm.honda.com]
From: Duoba, Michael J.
Sent: Thur 9/17/2015 4:25:37 PM
Subject: RE: SAE J1634 LDVP Committee Meeting
Duoba-A More Accurate RAF-17SEP2015.pptx

Hi all,

Does anybody think this idea has merit?

I have not run it through our test data yet, but it is something that I thought about very recently.

Thanks

- Mike Duoba

Argonne National Lab

From: Glodich, Jeffrey (J.M.) [mailto:jglodich@ford.com]
Sent: Wednesday, September 16, 2015 7:46 AM
To: 'ball.joel@epa.gov'; Beierschmitt, Thomas (T.A.) <tbeiers1@ford.com>; 'Berg, Olle ()' <olle.berg@volvocars.com>; "Beth Perry <eperry@sae.org>" <BethPerry <eperry@sae.org>; 'Bob Maxwell' <remaxwell@comcast.net>; brian.mace@horiba.com; 'Buller, Patrick' <patrick.buller@volvocars.com>; 'Carl Paulina' <Paulina.Carl@epamail.epa.gov>; Chris Nevers <CNevers@autoalliance.org>; Christopher J Twarog <christopher.twarog@gm.com>; 'david.woods@chrysler.com' <david.woods@chrysler.com>; 'Dennis Pawlak' <Dennis.Pawlak@na.mitsubishi-motors.com>; 'Douglas Reid' <Douglas.Reid@na.mitsubishi-motors.com>; Dr. Robert Otto Rasmussen, PE <Robotto@TheTranstecGroup.com>; Duoba, Michael J. <mduoba@anl.gov>; guanghui.cai@gm.com; 'Jeff Foor' <jdf14@chrysler.com>; 'Jenny.Sigelko@vw.com' <Jenny.Sigelko@vw.com>; 'JNIEKUS@volvocars.com' <JNIEKUS@volvocars.com>; 'Keith Thompson' <Keith.Thompson@bepco.com>; kyle.bedsole@gm.com; 'Mahmoud Yassine' <mky@chrysler.com>; Mahrous Michel (FCA) <michel.mahrous@fcagroup.com> <michel.mahrous@fcagroup.com>; 'Marc Belzile' <marc.a.belzile@tc.gc.ca>; 'mark paxton' <mpaxton@ganassi.com>; McCarthy, Chris (C.) <CMCCAR61@ford.com>; 'Meyer, Norm' <norm.meyer@tc.gc.ca>; mike.timmerman@horiba.com; Okawa, Naoyasu (N.) <okawa.n@mazda.co.jp>; Peabody, Jason (J.A.) <jpeabod6@ford.com>; 'Peter Z. Janosi' <peter.janosi@roush.com>; 'RMiller@hatci.com'; 'Roxanne Loeffler' <rloeffler@sae.org>; 'Schlueter, Hannah (EASZ/1)' <hannah.schlueter@volkswagen.de>; sconrad@hatci.com <sconrad@hatci.com>; 'snyder.jim@epa.gov'; Steve Karamihas <stevemk@umich.edu>; steve.baldus@gm.com; 'Suanne.Thomas@vw.com' <Suanne.Thomas@vw.com>; 'tom.beierschmitt@tema.toyota.com'; 'tommy_chang@ahm.honda.com'; 'Vineet Mehta' <vineet@teslamotors.com>; Beggs, William S. <william.beggs@gm.com>; 'William Ott' <Ott.William@epamail.epa.gov>; william.meschievitz@tema.toyota.com; Wright, DavidA <Wright.DavidA@epa.gov>; yosuke_sato@ahm.honda.com; Yuhase, Nicole (L.) <nyuhase@ford.com>; Zhu, Jennifer (J.) <jzhu38@ford.com>
Cc: Nikeus, Jill (J.N.) <jill.nikeus@volvocars.com>; Frank Bohanan <fbbohanan@mazdausa.com>; Tommy_Chang@ahm.honda.com
Subject: RE: SAE J1634 LDVP Committee Meeting

All,

Just a reminder that this is the last meeting before we bring J1634 to ballot, so please be prepared to discuss any comments/concerns.

Thanks,

Jeff

-----Original Appointment-----

From: Glodich, Jeffrey (J.M.)

Sent: Monday, August 31, 2015 8:41 AM

To: Glodich, Jeffrey (J.M.); 'ball.joel@epa.gov'; Beierschmitt, Thomas (T.A.); 'Berg, Olle ()'; Beth Perry <eperry@sae.org>; 'Bob Maxwell'; brian.mace@horiba.com; 'Buller, Patrick'; 'Carl Paulina'; Chris Nevers; Christopher J Twarog ; 'david.woods@chrysler.com'; 'Dennis Pawlak'; 'Douglas Reid'; Dr. Robert Otto Rasmussen, PE ; 'Duoba, Mike'; guanghui.cai@gm.com; 'Jeff Foor'; 'Jenny.Sigelko@vw.com'; 'JNIKEUS@volvocars.com'; 'Keith Thompson'; kyle.bedsole@gm.com; 'Mahmoud Yassine'; Mahrous Michel (FCA) <michel.mahrous@fcagroup.com>; 'Marc Belzile'; 'mark paxton'; McCarthy, Chris (C.); 'Meyer, Norm'; mike.timmerman@horiba.com; Okawa, Naoyasu (N.); Peabody, Jason (J.A.); 'Peter Z. Janosi'; 'RMiller@hatci.com'; 'Roxanne Loeffler'; 'Schlueter, Hannah (EASZ/1)'; sconrad@hatci.com ; 'snyder.jim@epa.gov'; Steve Karamihas; steve.baldus@gm.com; 'Suanne.Thomas@vw.com'; 'tom.beierschmitt@tema.toyota.com'; 'tommy_chang@ahm.honda.com'; 'Vineet Mehta'; William Beggs <william.beggs@gm.com>; 'William Ott'; william.meschievitz@tema.toyota.com; Wright, DavidA; yosuke_sato@ahm.honda.com; Yuhase, Nicole (L.); Zhu, Jennifer (J.)

Cc: Nikeus, Jill (J.N.); Frank Bohanan; Tommy Chang@ahm.honda.com

Subject: SAE J1634 LDVP Committee Meeting

When: Thursday, September 17, 2015 1:00 PM-3:30 PM (UTC-05:00) Eastern Time (US & Canada).

Where: Toyota, Ann Arbor

Purpose: Agree on final updates before 1st level balloting.

SAE Light-Duty Vehicle Performance and Economy Measures Committee Meeting 1-3:30 PM,
Toyota Technical Center, Ann Arbor.

Call in number 888-270-9936

Access code 8382416

Web Address [<https://www.connectmeeting.att.com/>](https://www.connectmeeting.att.com)

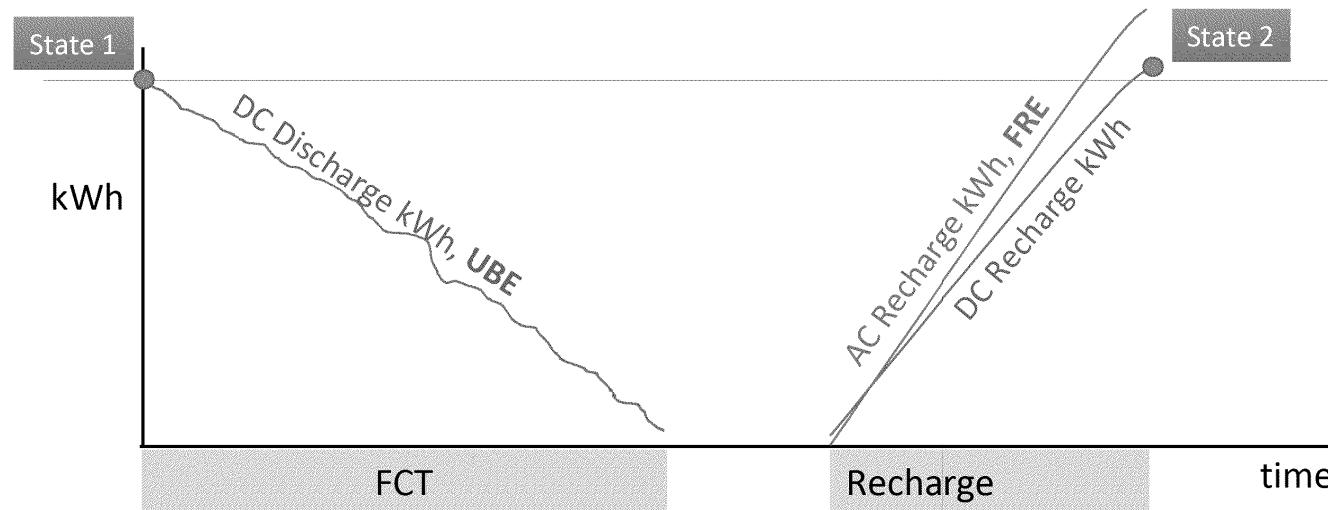
meeting id 888-270-9936

access code 8382416

A More Accurate RAF

M. Duoba

$$RAF = FRE / UBE \rightarrow RAF = FRE * (1/CR) / UBE$$



- RAF is used when assigning AC Wh consumption to individual cycles based upon discharged DC Wh
- RAF is accurate only if State 1 is equal to State 2
- CR = $C_C / C_D \geq 0.97$ tells us if the two states are close, but can we be more precise in the calculation of RAF?
- Can a “SOC Correction” be applied to the FRE based upon the ratio of battery Ah out and Ah in?
- **RAF = FRE*(1/CR) / UBE**
- For example, a CR of 0.97 means that State 2 fell short of State 1, FRE must be increased before the RAF is calculated

From: Wehrly, Linc

Required Attendees: Joel Ball; Snyder, Jim; Dalton, Joel; wright.davida@epa.gov; Ott, William; Bill Pidgeon; Sohacki, Lynn

Location: C34

Importance: Normal

Subject: VW Off-Cycle Emissions

Start Date/Time: Tue 8/25/2015 2:00:00 PM

End Date/Time: Tue 8/25/2015 3:00:00 PM

To: 'ball.joel@epa.gov'['ball.joel@epa.gov']; Beierschmitt, Thomas (T.A.){[tbeiers1@ford.com]; 'Berg, Olle ()'[olle.berg@volvocars.com]; "Beth Perry <eperry@sae.org>" <BethPerry[eperry@sae.org]; 'Bob Maxwell'[remaxwell@comcast.net]; brian.mace@horiba.com[brian.mace@horiba.com]; 'Buller, Patrick'[patrick.buller@volvocars.com]; Paulina, Carl[paulina.carl@epa.gov]; Chris Nevers[CNevers@autoalliance.org]; Christopher J Twarog [christopher.twarog@gm.com]; 'david.woods@chrysler.com'[david.woods@chrysler.com]; 'Dennis Pawlak'[Dennis.Pawlak@na.mitsubishi-motors.com]; 'Douglas Reid'[Douglas.Reid@na.mitsubishi-motors.com]; Dr. Robert Otto Rasmussen, PE [Robotto@TheTranstecGroup.com]; 'Duoba, Mike'[mduoba@anl.gov]; guanghui.cai@gm.com[guanghui.cai@gm.com]; 'Jeff Foor'[jdf14@chrysler.com]; 'Jenny.Sigelko@vw.com'[Jenny.Sigelko@vw.com]; 'JNIKEUS@volvocars.com'[JNIKEUS@volvocars.com]; 'Keith Thompson'[Keith.Thompson@bepco.com]; kyle.bedsole@gm.com[kyle.bedsole@gm.com]; 'Mahmoud Yassine'[mkky@chrysler.com]; Mahrous Michel (FCA) <michel.mahrous@fcagroup.com>[michel.mahrous@fcagroup.com]; 'Marc Belzile'[marc.a.belzile@tc.gc.ca]; 'mark paxton'[mpaxton@ganassi.com]; Mccarthy, Chris (C.)[CMCCAR61@ford.com]; 'Meyer, Norm'[norm.meyer@tc.gc.ca]; mike.timmerman@horiba.com[mike.timmerman@horiba.com]; Okawa, Naoyasu (N.)[okawa.n@mazda.co.jp]; Peabody, Jason (J.A.){[jpeabod6@ford.com]; 'Peter Z. Janosi'[peter.janosi@roush.com]; 'RMiller@hatci.com'['RMiller@hatci.com']; 'Roxanne Loeffler'[rloeffler@sae.org]; 'Schlueter, Hannah (EASZ/1)'[hannah.schlueter@volkswagen.de]; sconrad@hatci.com [sconrad@hatci.com]; 'snyder.jim@epa.gov'['snyder.jim@epa.gov']; Steve Karamihas[stevemk@umich.edu]; steve.baldus@gm.com[steve.baldus@gm.com]; 'Suanne.Thomas@vw.com'[Suanne.Thomas@vw.com]; 'tom.beierschmitt@tema.toyota.com'[tom.beierschmitt@tema.toyota.com]; 'tommy_chang@ahm.honda.com'[tommy_chang@ahm.honda.com]; 'Vineet Mehta'[vineet@teslamotors.com]; William Beggs <william.beggs@gm.com>[william.beggs@gm.com]; Ott, William[ott.william@epa.gov]; william.meschievitz@tema.toyota.com[william.meschievitz@tema.toyota.com]; Wright, DavidA[Wright.DavidA@epa.gov]; yosuke_sato@ahm.honda.com[yosuke_sato@ahm.honda.com]; Yuhasse, Nicole (L.){[nyuhase@ford.com]; Zhu, Jennifer (J.)[jzhu38@ford.com]}
Cc: Nikeus, Jill (J.N.){jill.nikeus@volvocars.com}; Frank Bohanan[fbohanan@mazdausa.com]; Tommy_Chang@ahm.honda.com[Tommy_Chang@ahm.honda.com]
From: Glodich, Jeffrey (J.M.)
Sent: Wed 9/16/2015 12:46:23 PM
Subject: RE: SAE J1634 LDVP Committee Meeting

All,

Just a reminder that this is the last meeting before we bring J1634 to ballot, so please be prepared to discuss any comments/concerns.

Thanks,
Jeff

-----Original Appointment-----

From: Glodich, Jeffrey (J.M.)
Sent: Monday, August 31, 2015 8:41 AM
To: Glodich, Jeffrey (J.M.); 'ball.joel@epa.gov'; Beierschmitt, Thomas (T.A.); 'Berg, Olle ()'; Beth Perry <eperry@sae.org>; 'Bob Maxwell'; brian.mace@horiba.com; 'Buller, Patrick'; 'Carl Paulina'; Chris Nevers; Christopher J Twarog ; 'david.woods@chrysler.com'; 'Dennis Pawlak'; 'Douglas Reid'; Dr. Robert Otto Rasmussen, PE ; 'Duoba, Mike'; guanghui.cai@gm.com; 'Jeff Foor'; 'Jenny.Sigelko@vw.com'; 'JNIKEUS@volvocars.com'; 'Keith Thompson'; kyle.bedsole@gm.com; 'Mahmoud Yassine'; Mahrous Michel (FCA) <michel.mahrous@fcagroup.com>; 'Marc Belzile'; 'mark paxton'; Mccarthy, Chris (C.); 'Meyer, Norm'; mike.timmerman@horiba.com; Okawa, Naoyasu (N.); Peabody, Jason (J.A.); 'Peter Z.

Janosi'; 'RMiller@hatci.com'; 'Roxanne Loeffler'; 'Schlueter, Hannah (EASZ/1)'; sconrad@hatci.com ; 'snyder.jim@epa.gov'; Steve Karamihas; steve.baldus@gm.com; 'Suanne.Thomas@vw.com'; 'tom.beierschmitt@tema.toyota.com'; 'tommy_chang@ahm.honda.com'; 'Vineet Mehta'; William Beggs <william.beggs@gm.com>; 'William Ott'; william.meschievitz@tema.toyota.com; Wright, DavidA; yosuke_sato@ahm.honda.com; Yuhase, Nicole (L.); Zhu, Jennifer (J.)

Cc: Nikeus, Jill (J.N.); Frank Bohanan; Tommy_Chang@ahm.honda.com

Subject: SAE J1634 LDVP Committee Meeting

When: Thursday, September 17, 2015 1:00 PM-3:30 PM (UTC-05:00) Eastern Time (US & Canada).

Where: Toyota, Ann Arbor

Purpose: Agree on final updates before 1st level balloting.

SAE Light-Duty Vehicle Performance and Economy Measures Committee Meeting 1-3:30 PM, Toyota Technical Center, Ann Arbor.

Non-Responsive

Web Address [<https://www.connectmeeting.att.com/>](https://www.connectmeeting.att.com)

Non-Responsive

To: Ball, Joel[ball.joel@epa.gov]
From: [redacted] Ex. 6
Sent: Sat 9/12/2015 10:18:46 PM
Subject: VW TDI motor swap

Good afternoon,

My name is [redacted] I'm currently living in the Charlotte, NC area. I am a diesel motor enthusiast and I have a project that I am planning, but I first want to make sure it's going to be something I'll be able to drive on the road when finished. My plan will be to swap a 3.0 v6 TDI clean diesel from a 2009-12 VW Touareg or Audi Q7 into a Nissan Frontier pickup truck.

I know the general EPA stance on this is that it is tampering with federal emissions and certification and it is generally frowned upon, however in the mobile source enforcement memorandum addendum 1A it also states that

"... EPA will not consider any modification to a "certified configuration" to be a violation of federal law if there is a reasonable basis for knowing that emissions are not adversely affected. In many cases, proper emission testing according to the Federal Test Procedure would be necessary to make this determination."

In the next paragraph is also states:

"For light-duty vehicles, installation of a light-duty engine into a different light-duty vehicle by any person would be considered tampering unless the resulting vehicle is identical (with regard to all emission related parts, engine design parameters, and engine calibrations) to a certified configuration of the same or newer model year as the vehicle chassis, ***or if there is a reasonable basis for knowing that emissions are not adversely affected as described in Memo 1A.***"

Which is why I am contacting you today. What I'd like to do is to swap the VW/Audi clean diesel TDI motor into the pickup for a multitude of reasons, such as better fuel mileage in the truck, manual transmission, etc. My plan is to swap and retain the emissions equipment and set up that the motor came with and was certified with in all 50 states, but in speaking with the NC DMV and the NC board of air quality there was concern that I may need some further emissions testing as this will be a motor in a chassis that it hasn't been certified in, yet.

I know you have an emissions testing lab in Ann Arbor, and the gentleman I was speaking to in NC said there was possibly also a facility that could do the federal emissions and drive cycle testing in Athens, GA, I believe. I would like to complete this endeavor, but only if I know I'll be able to get it tested and likely certified to drive on-road when I'm finished. What would be involved in getting a custom project like this tested when it is finished? Would it need to do simple OBD hookup and emissions verification/visual inspection of no soot from the exhaust, check that the components are in place, would it need the formal drive cycle testing procedure, or is there another way to test what I am trying to do?

I am fairly confident the emissions will be at or below the original tested configurations as the pickup truck weighs almost 1500lbs less than the two SUVs it came from, and it will be a

switchable 4x4 vs the full time 4x4 4motion/quattro system in the SUVs. Plus, the truck comes with a larger 4.0L v6 that gets at most 20-21 mpg on the highway, and the smaller displacement 3.0L v6 TDI would be able to get at least the 27-28mpg of the VW/Audi SUVs, but likely more. I would like to use this motor as I am familiar with the VW diesels and have owned three since 2003 which have proved very reliable with the last one lasting until 350,000 miles. The Nissan Frontier is sold with a diesel motor overseas as the Navara, but as these motors are not sold or certified in the US, I cannot use these currently even though it would be a much simpler conversion task.

I know this is an odd request, but I'd like to get all of the information I can before we begin buying parts and motors as well as working on the conversion.

Let me know if you have any questions, I am also reachable by phone if need be. If there is someone else I would need to speak with, I would appreciate their contact information.

Thank you,

Ex. 6

Ex. 6

To: Glodich, Jeffrey (J.M.)[jglodich@ford.com]
Cc: Ball, Joel[ball.joel@epa.gov]; Snyder, Jim[Snyder.Jim@epa.gov]
From: Wright, DavidA
Sent: Wed 8/26/2015 10:04:55 PM
Subject: RE: Upcoming SAE LDVP Committee Meetings

Jeff,

Both days will work for me.

Regards,

David

David A. Wright

Light-Duty Vehicle Center, Compliance Division

National Vehicle and Fuel Emissions Laboratory

Phone: (734) 214-4467

E-mail: wright.davida@epa.gov

From: Glodich, Jeffrey (J.M.) [mailto:jglodich@ford.com]
Sent: Wednesday, August 26, 2015 12:31 PM
To: 'ball.joel@epa.gov'; Beierschmitt, Thomas (T.A.); 'Berg, Olle ()'; "Beth Perry <eperry@sae.org>" <BethPerry; 'Bob Maxwell'; brian.mace@horiba.com; Buller, Patrick; Paulina, Carl; Chris Nevers; Christopher J Twarog ; david.woods@chrysler.com; 'Dennis Pawlak'; 'Douglas Reid'; Dr. Robert Otto Rasmussen, PE ; 'Duoba, Mike'; Glodich, Jeffrey (J.M.); guanghui.cai@gm.com; 'Jeff Foor'; Jenny.Sigelko@vw.com; JNIKEUS@volvocars.com; 'Keith Thompson'; kyle.bedsole@gm.com; 'Mahmoud Yassine'; Mahrous Michel (FCA) <michel.mahrous@fcagroup.com>; 'Marc Belzile'; 'mark paxton'; Mccarthy, Chris (C.); 'Meyer, Norm'; mike.timmerman@horiba.com; Okawa, Naoyasu (N.); Peabody, Jason (J.A.); 'Peter Z. Janosi'; 'RMiller@hatci.com'; 'Roxanne Loeffler'; 'Schlueter, Hannah (EASZ/1)';

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William; william.meschievitz@tema.toyota.com; Wright, DavidA; yosuke_sato@ahm.honda.com;
Yuhase, Nicole (L.)

Subject: Upcoming SAE LDVP Committee Meetings

All,

Please send me your input on the following proposed dates for the next J1634 and J2263 meetings:

SAE J1634 Sept 17th

SAE J2263 Sept 24th

Thanks,

Jeff

Jeff Glodich

Ford Motor Company
Vehicle Environmental Regulatory Strategy and Planning
217-E4 WHQ
(313) 845-1579

To: Glodich, Jeffrey (J.M.)[jglodich@ford.com]; 'ball.joel@epa.gov'[ball.joel@epa.gov]; Beierschmitt, Thomas (T.A.)[tbeiers1@ford.com]; 'Berg, Olle ()'[olle.berg@volvocars.com]; "Beth Perry <eperry@sae.org>" <BethPerry[eperry@sae.org]; 'Bob Maxwell'[remaxwell@comcast.net]; brian.mace@horiba.com[brian.mace@horiba.com]; Buller, Patrick[patrick.buller@volvocars.com]; Paulina, Carl[paulina.carl@epa.gov]; Chris Nevers[CNevers@autoalliance.org]; Christopher J Twarog [christopher.twarog@gm.com]; david.woods@chrysler.com[david.woods@chrysler.com]; 'Dennis Pawlak'[Dennis.Pawlak@na.mitsubishi-motors.com]; 'Douglas Reid'[Douglas.Reid@na.mitsubishi-motors.com]; Dr. Robert Otto Rasmussen, PE [Robotto@TheTranstecGroup.com]; 'Duoba, Mike'[mduoba@anl.gov]; guanghui.cai@gm.com[guanghui.cai@gm.com]; 'Jeff Foor'[jdf14@chrysler.com]; Jenny.Sigelko@vw.com[Jenny.Sigelko@vw.com]; JNIKEUS@volvocars.com[JNIKEUS@volvocars.com]; 'Keith Thompson'[Keith.Thompson@bepco.com]; kyle.bedsole@gm.com[kyle.bedsole@gm.com]; 'Mahmoud Yassine'[mkky@chrysler.com]; Mahrous Michel (FCA) <michel.mahrous@fcagroup.com>[michel.mahrous@fcagroup.com]; 'Marc Belzile'[marc.a.belzile@tc.gc.ca]; 'mark paxton'[mpaxton@ganassi.com]; McCarthy, Chris (C.)[CMCCAR61@ford.com]; 'Meyer, Norm'[norm.meyer@tc.gc.ca]; mike.timmerman@horiba.com[mike.timmerman@horiba.com]; Okawa, Naoyasu (N.)[okawa.n@mazda.co.jp]; Peabody, Jason (J.A.){jpeabod6@ford.com}; 'Peter Z. Janosi'[peter.janosi@roush.com]; 'RMiller@hatci.com'[RMiller@hatci.com]; 'Roxanne Loeffler'[rloeffler@sae.org]; 'Schlueter, Hannah (EASZ/1)'[hannah.schlueter@volkswagen.de]; sconrad@hatci.com [sconrad@hatci.com]; 'snyder.jim@epa.gov'[snyder.jim@epa.gov]; Steve Karamihas[stevemk@umich.edu]; steve.baldus@gm.com[steve.baldus@gm.com]; Suanne.Thomas@vw.com[Suanne.Thomas@vw.com]; 'tom.beierschmitt@tema.toyota.com'[tom.beierschmitt@tema.toyota.com]; 'tommy_chang@ahm.honda.com'[tommy_chang@ahm.honda.com]; Vineet Mehta[vineet@teslamotors.com]; William Beggs <william.beggs@gm.com>[william.beggs@gm.com]; Ott, William[ott.william@epa.gov]; Will Meschievitz (TEMA TTC)[william.meschievitz@tema.toyota.com]; Wright, DavidA[Wright.DavidA@epa.gov]; yosuke_sato@ahm.honda.com[yosuke_sato@ahm.honda.com]; Yuhase, Nicole (L.){nyuhase@ford.com}

From: Tom Beierschmitt (TEMA TTC)
Sent: Wed 8/26/2015 4:40:23 PM
Subject: RE: Upcoming SAE LDVP Committee Meetings

●● PROTECTED 関係者外秘

OK with me

Tom Beierschmitt Sr.

From: Glodich, Jeffrey (J.M.) [mailto:jglodich@ford.com]
Sent: Wednesday, August 26, 2015 12:31 PM
To: 'ball.joel@epa.gov'; Beierschmitt, Thomas (T.A.); 'Berg, Olle ()'; "Beth Perry <eperry@sae.org>" <BethPerry; 'Bob Maxwell'; brian.mace@horiba.com; Buller, Patrick; 'Carl Paulina'; Chris Nevers; Christopher J Twarog ; david.woods@chrysler.com; 'Dennis Pawlak'; 'Douglas Reid'; Dr. Robert Otto Rasmussen, PE ; 'Duoba, Mike'; Glodich, Jeffrey (J.M.); guanghui.cai@gm.com; 'Jeff Foor'; Jenny.Sigelko@vw.com; JNIKEUS@volvocars.com; 'Keith Thompson'; kyle.bedsole@gm.com; 'Mahmoud Yassine'; Mahrous Michel (FCA) <michel.mahrous@fcagroup.com>[michel.mahrous@fcagroup.com]; 'Marc Belzile'; 'mark paxton'; McCarthy, Chris (C.); 'Meyer, Norm'; mike.timmerman@horiba.com; Okawa, Naoyasu (N.); Peabody, Jason (J.A.); 'Peter Z. Janosi'; 'RMiller@hatci.com'; 'Roxanne Loeffler'; 'Schlueter, Hannah (EASZ/1)'; sconrad@hatci.com ; 'snyder.jim@epa.gov'; Steve Karamihas; steve.baldus@gm.com;

Suanne.Thomas@vw.com; 'tom.beierschmitt@tema.toyota.com'; 'tommy_chang@ahm.honda.com'; Vineet Mehta; William Beggs <william.beggs@gm.com>; 'William Ott'; Will Meschievitz (TEMA TTC); Wright, DavidA; yosuke_sato@ahm.honda.com; Yuhase, Nicole (L.)
Subject: Upcoming SAE LDVP Committee Meetings

All,

Please send me your input on the following proposed dates for the next J1634 and J2263 meetings:

SAE J1634 Sept 17th

SAE J2263 Sept 24th

Thanks,

Jeff

Jeff Glodich

Ford Motor Company
Vehicle Environmental Regulatory Strategy and Planning
217-E4 WHQ
(313) 845-1579

To: 'ball.joel@epa.gov'['ball.joel@epa.gov']; Beierschmitt, Thomas (T.A.){[tbeiers1@ford.com]; 'Berg, Olle ()'[olle.berg@volvocars.com]; "Beth Perry <eperry@sae.org>" <BethPerry[eperry@sae.org]; 'Bob Maxwell'[remaxwell@comcast.net]; brian.mace@horiba.com[brian.mace@horiba.com]; Buller, Patrick[patrick.buller@volvocars.com]; Paulina, Carl[paulina.carl@epa.gov]; Chris Nevers[CNevers@autoalliance.org]; Christopher J Twarog [christopher.twarog@gm.com]; david.woods@chrysler.com[david.woods@chrysler.com]; 'Dennis Pawlak'[Dennis.Pawlak@na.mitsubishi-motors.com]; 'Douglas Reid'[Douglas.Reid@na.mitsubishi-motors.com]; Dr. Robert Otto Rasmussen, PE [Robotto@TheTranstecGroup.com]; 'Duoba, Mike'[mduoba@anl.gov]; Glodich, Jeffrey (J.M.)[jglodich@ford.com]; guanghui.cai@gm.com[guanghui.cai@gm.com]; 'Jeff Foor'[jdf14@chrysler.com]; Jenny.Sigelko@vw.com[Jenny.Sigelko@vw.com]; JNIKEUS@volvocars.com[JNIKEUS@volvocars.com]; 'Keith Thompson'[Keith.Thompson@bepco.com]; kyle.bedsole@gm.com[kyle.bedsole@gm.com]; 'Mahmoud Yassine'[mkky@chrysler.com]; Mahrous Michel (FCA) <michel.mahrous@fcagroup.com>[michel.mahrous@fcagroup.com]; 'Marc Belzile'[marc.a.belzile@tc.gc.ca]; 'mark paxton'[mpaxton@ganassi.com]; McCarthy, Chris (C.){[CMCCAR61@ford.com]; 'Meyer, Norm'[norm.meyer@tc.gc.ca]; mike.timmerman@horiba.com[mike.timmerman@horiba.com]; Okawa, Naoyasu (N.)[okawa.n@mazda.co.jp]; Peabody, Jason (J.A.)[jpeabod6@ford.com]; 'Peter Z. Janosi'[peter.janosi@roush.com]; 'RMiller@hatci.com'['RMiller@hatci.com']; 'Roxanne Loeffler'[rloeffler@sae.org]; 'Schlueter, Hannah (EASZ/1)'[hannah.schlueter@volkswagen.de]; sconrad@hatci.com [sconrad@hatci.com]; 'snyder.jim@epa.gov'['snyder.jim@epa.gov']; Steve Karamihas[stevemk@umich.edu]; steve.baldus@gm.com[steve.baldus@gm.com]; Suanne.Thomas@vw.com[Suanne.Thomas@vw.com]; 'tom.beierschmitt@tema.toyota.com'['tom.beierschmitt@tema.toyota.com']; 'tommy_chang@ahm.honda.com'['tommy_chang@ahm.honda.com']; Vineet Mehta[vineet@teslamotors.com]; William Beggs <william.beggs@gm.com>[william.beggs@gm.com]; Ott, William[ott.william@epa.gov]; william.meschievitz@tema.toyota.com[william.meschievitz@tema.toyota.com]; Wright, DavidA[Wright.DavidA@epa.gov]; yosuke_sato@ahm.honda.com[yosuke_sato@ahm.honda.com]; Yuhase, Nicole (L.){[nyuhase@ford.com]}
From: Glodich, Jeffrey (J.M.)
Sent: Wed 8/26/2015 4:30:46 PM
Subject: Upcoming SAE LDVP Committee Meetings

All,

Please send me your input on the following proposed dates for the next J1634 and J2263 meetings:

SAE J1634 Sept 17th

SAE J2263 Sept 24th

Thanks,

Jeff

Jeff Glodich

Ford Motor Company
Vehicle Environmental Regulatory Strategy and Planning
217-E4 WHQ
(313) 845-1579

To: Poirier, Christi[Poirier.Christi@epa.gov]
Cc: Ball, Joel[ball.joel@epa.gov]; Dalton, Joel[Dalton.Joel@epa.gov]; Danzeisen, Karen[Danzeisen.Karen@epa.gov]; Good, David[good.david@epa.gov]; Peavyhouse, Robert[Peavyhouse.Robert@epa.gov]; Verify Help Desk[verifyhelp@csc.com]; Wright, DavidA[Wright.DavidA@epa.gov]
From: Vincent E Coleman
Sent: Thur 8/6/2015 7:30:43 PM
Subject: RE: MY2016 NMOG + NOx COMP Calculation Problems (HLP-6505)

Thank you Christi. We will let you know if we want to have a meeting for further discussion.

Vincent

Verify Help Desk
Staffed by Computer Sciences Corporation,
Contractor to the Environmental Protection Agency

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To Verify Help Desk@csc

cc "Danzeisen, Karen" <Danzeisen.Karen@epa.gov>, "Good, David" <good.david@epa.gov>, "Ball, Joel" <ball.joel@epa.gov>, "Dalton, Joel" <Dalton.Joel@epa.gov>, "Peavyhouse, Robert" <Peavyhouse.Robert@epa.gov>, "Wright, DavidA" <Wright.DavidA@epa.gov>

"Poirier, Christi" <Poirier.Christi@epa.gov>

08/06/2015 02:33 PM Subject RE: MY2016 NMOG + NOx COMP Calculation Problems (HLP-6505)

Vincent-

Ex. 4 - CBI

in which case we would void the test and retest.

We checked some tests and it works OK for FTP emissions (applying only the upward adjustment factor and not the downward adjustment factor)---for both EDVs and FEDVs. Which leads to the question----How does Verify know not to apply the downward adjustment factor?

The upward adjustment factor should also be applied to Tier 3/LEV 3 FTP (NMOG + NOx) emission standards for EDVs and FEDVs----which I hope is working OK. Verify is currently working OK for FEDVs which are tested here at EPA----although, again, I don't know why Verify (correctly) ignores the downward adjustment factors.

Dave

From: Vincent E Coleman [<mailto:vcoleman2@csc.com>] **On Behalf Of** Verify Help Desk
Sent: Tuesday, August 04, 2015 11:52 AM
To: Poirier, Christi
Cc: Danzeisen, Karen
Subject: RE: MY2016 NMOG + NOx COMP Calculation Problems (HLP-6505)

Hello Christi,

Volkswagen reported that they are having an issue getting the correct SFTP NMOG + NOx Composite calculation to display on their CSI because Verify is not adding the Upward Adjustment Factor at the end of the calculation.

We confirmed that for composite Cert Level calculations, Verify is currently not applying Diesel Upward or Downward adjustment factors. It has been like this for HC-NM+NOX-COMP, CO-COMP and PM-COMP as well. For regular emission cert levels, Verify applies it when the fuel is diesel.

We want to check to see if Verify should be applying Diesel Upward or Downward adjustment factors for composite Cert Level calculations. Please advise.

Vincent

Verify Help Desk
Staffed by Computer Sciences Corporation,
Contractor to the Environmental Protection Agency

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To Verify Help Desk@csc

cc

"Allen, Gregory (EEO)" <Gregory.Allen@vw.com>

Subject RE: MY2016 NMOG + NOx COMP Calculation Problems
(HLP-6505)

08/04/2015 11:08 AM

Hello Vince,

I appreciate you looking into this matter.

Ex. 4 - CBI

As always, thanks for the help!

Regards,

Greg Allen
VWGoA EEO
(248)754-4209

From: Vincent E Coleman [<mailto:vcoleman2@csc.com>] **On Behalf Of** Verify Help Desk
Sent: Tuesday, August 04, 2015 10:59 AM
To: Allen, Gregory (EEO)
Subject: Re: MY2016 NMOG + NOx COMP Calculation Problems (HLP-6505)

Hello Mr. Allen,

Ex. 4 - CBI

Vincent

Verify Help Desk

Staffed by Computer Sciences Corporation,
Contractor to the Environmental Protection Agency

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To Verify Help Desk@CSC

cc

"Allen, Gregory (EEO)" <Gregory.Allen@vw.com>

Subject MY2016 NMOG + NOx COMP Calculation Problems

08/03/2015 02:52 PM

Hello,

I'm having some issues getting the correct SFTP Nmog + Nox Composite calculation to display in our CSI.

Ex. 4 - CBI

Ex. 4 - CBI

Thanks!

Regards,

Greg Allen
VWGoA EEO
(248)754-4209

To: Ball, Joel[ball.joel@epa.gov]
From: [REDACTED] Ex. 6
Sent: Tue 8/18/2015 3:30:45 PM
Subject: RE: Your EPA Inquiry - Problems with VW's Diesel Particulate Filter

Mr. Ball,
Thank you very much for the clarification.

Best Regards,

[REDACTED] Ex. 6 [REDACTED]

From: ball.joel@epa.gov
To: [REDACTED] Ex. 6
Subject: RE: Your EPA Inquiry - Problems with VW's Diesel Particulate Filter
Date: Tue, 18 Aug 2015 15:24:43 +0000

Hello [REDACTED] Ex. 6 [REDACTED]

The useful life is defined as 10 years or 120,000 miles, however, the Federal emissions warranty period for the DPF is 8 year or 80,000 miles. The following web page provides more information regarding the federal emissions warranty requirements:
www.epa.gov/obd/pubs/420f09048.pdf

Best regards,

Joel Ball
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4238
ball.joel@epa.gov

From: [REDACTED] Ex. 6 [REDACTED]
Sent: Tuesday, August 18, 2015 10:01 AM
To: Ball, Joel
Subject: RE: Your EPA Inquiry - Problems with VW's Diesel Particulate Filter

Dear Mr. Ball,

Thank you very much for your quick reply. Just one more clarifying point if possible. VW's warranty on the emissions is only 85,000 miles. Isn't that inconsistent with your statement regarding the 10 years, 120,000 miles?

I just want to be clear,

Thank you,

Ex. 6

From: ball.joel@epa.gov

To: OTAQ@epa.gov [redacted] Ex. 6

CC: wehrly.linc@epa.gov

Subject: RE: Your EPA Inquiry - Problems with VW's Diesel Particulate Filter

Date: Tue, 18 Aug 2015 13:58:15 +0000

Hello [redacted] Ex. 6

Thank you for contacting EPA regarding problems with VW's Diesel Particulate Filters and for bringing this to our attention. EPA regulations require that the emissions systems be designed to be durable for the full useful life of the vehicle (10 years or 120,000 miles) however, they do not require DPF to be removable separately from the rest of the exhaust system. We cannot require a recall based solely on the serviceability of the DPF.

EPA has the authority to require a recall if a substantial number of vehicles fail to comply with the emissions regulations within the useful life. We are looking into the rate of DPF failures on VW vehicles. If we determine that there have been a substantial number of failures, there may be a recall in the future. I recommend you keep the receipts for any repairs you have done. If there is a recall that covers your vehicle, you may be eligible for reimbursement.

I hope this information is helpful,

Joel Ball
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
ball.joel@epa.gov

From: Jennifer France [mailto:France.Jennifer@epamail.epa.gov] **On Behalf Of**
OTAQ@epa.gov
Sent: Thursday, August 13, 2015 1:47 PM
To: Ball, Joel
Cc: Wehrly, Linc
Subject: Your EPA Inquiry - Problems with VW's Diesel Particulate Filter

▼ [Ex. 6] 08/12/2015 06:47:33 PM---UserWord human

From: [Ex. 6]
To: OTAQ@EPA,
Date: 08/12/2015 06:47 PM
Subject: Your EPA Inquiry - (012184731) [Ex. 6] - Diesel Particulate Filter - OTAQ Web

UserWord
human
Word
human
comments
Hello,

I am hoping I can enlist your support and assistance in an issue I am having with Volkswagen of America. I have a [Ex. 6] with 120,000 miles on the odometer.

My Diesel Particulate Filter is now at it's end of life and requires replacement. Volkswagen's original design requires an entire exhaust system replacement to replace the DPF (Diesel Particulate Filter).

Sadly, the replacement exhaust system, which has a new design that allows replacement of the DPF will cost me \$3,000.00.

In my opinion, this is a design flaw in the original exhaust system that does not allow the filter to be replaced.

The advise from my local VW dealership is to not bother replacing the DPF. This statement alone infuriates me as I am concerned about our environment. Hence the reason I am driving a very fuel efficient clean diesel automobile.

Is there any way the EPA can assist in putting pressure on VW to recall the defective designed exhaust system as it is not conducive for replacing the DPF and frankly will result in the vehicle operating without proper emissions.

Your kind assistance and guidance would be most appreciated.

Best Regards,

Ex. 6

referrer

<http://www.epa.gov/otaq/oms-cmt.htm>

ssubject

Diesel Particulate Filter

WARNING NOTICE

This electronic mail originated from a federal government computer system of the United States Environmental Protection Agency (EPA). Unauthorized access or use of this EPA system may subject violators to criminal, civil and/or administrative action. For official purposes, law enforcement and other authorized personnel may monitor, record, read, copy and disclose all information which an EPA system processes. Any person's access or use, authorized and unauthorized, of this EPA system to send electronic mail constitutes consent to these terms.

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Submitting script: /cqi-bin/mail.cgi

Ex. 6

Browser: Mozilla/5.0 (Macintosh; Intel Mac OS X 10_10_4) AppleWebKit/537.36 (KHTML, like Gecko) Chrome/44.0.2403.155 Safari/537.36

Referred: <http://www.epa.gov/otaq/oms-cmt.htm>

TSSMS: orcdizux

Mail to File: omsmail.txt

To: Wright, DavidA[Wright.DavidA@epa.gov]; Glodich, Jeffrey (J.M.){jglodich@ford.com}
Cc: Snyder, Jim[Snyder.Jim@epa.gov]
From: Ball, Joel
Sent: Fri 8/28/2015 1:48:03 PM
Subject: RE: Upcoming SAE LDVP Committee Meetings

Both days are okay for me too.

Joel Ball
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4238
ball.joel@epa.gov

From: Wright, DavidA
Sent: Wednesday, August 26, 2015 6:05 PM
To: Glodich, Jeffrey (J.M.)
Cc: Ball, Joel; Snyder, Jim
Subject: RE: Upcoming SAE LDVP Committee Meetings

Jeff,

Both days will work for me.

Regards,

David

David A. Wright
Light-Duty Vehicle Center, Compliance Division
National Vehicle and Fuel Emissions Laboratory

Phone: (734) 214-4467
E-mail: wright.davida@epa.gov

From: Glodich, Jeffrey (J.M.) [mailto:jglodich@ford.com]
Sent: Wednesday, August 26, 2015 12:31 PM
To: 'ball.joel@epa.gov'; Beierschmitt, Thomas (T.A.); 'Berg, Olle ()'; "Beth Perry <eperry@sae.org>" <BethPerry; 'Bob Maxwell'; brian.mace@horiba.com; Buller, Patrick; Paulina, Carl; Chris Nevers; Christopher J Twarog ; david.woods@chrysler.com; 'Dennis Pawlak'; 'Douglas Reid'; Dr. Robert Otto Rasmussen, PE ; 'Duoba, Mike'; Glodich, Jeffrey (J.M.); guanghui.cai@gm.com; 'Jeff Foor'; Jenny.Sigelko@vv.com; JNIKEUS@volvocars.com; 'Keith Thompson'; kyle.bedsole@gm.com; 'Mahmoud Yassine'; Mahrous Michel (FCA) <michel.mahrous@fcagroup.com>; 'Marc Belzile'; 'mark paxton'; McCarthy, Chris (C.); 'Meyer, Norm'; mike.timmerman@horiba.com; Okawa, Naoyasu (N.); Peabody, Jason (J.A.); 'Peter Z. Janosi'; 'RMiller@hatci.com'; 'Roxanne Loeffler'; 'Schlueter, Hannah (EASZ/1)'; sconrad@hatci.com ; 'snyder.jim@epa.gov'; Steve Karamihas; steve.baldus@gm.com; Suanne.Thomas@vv.com; 'tom.beierschmitt@tema.toyota.com'; 'tommy_chang@ahm.honda.com'; Vineet Mehta; William Beggs <william.beggs@gm.com>; Ott, William; william.meschievitz@tema.toyota.com; Wright, DavidA; yosuke_sato@ahm.honda.com; Yuhase, Nicole (L.)
Subject: Upcoming SAE LDVP Committee Meetings

All,

Please send me your input on the following proposed dates for the next J1634 and J2263 meetings:

SAE J1634 Sept 17th

SAE J2263 Sept 24th

Thanks,

Jeff

Jeff Glodich

Ford Motor Company
Vehicle Environmental Regulatory Strategy and Planning
217-E4 WHQ
(313) 845-1579

To: Bunker, Byron[bunker.byron@epa.gov]; Kirshenblatt,Morrie [NCR][Morrie.Kirshenblatt@ec.gc.ca]
From: Couroux,Stephane [NCR]
Sent: Fri 9/18/2015 11:13:37 PM
Subject: Re: EPA VW announcement is now live

Hi Byron, turned out to be a busy day in Ottawa. No worries for missing call yesterday as today's announcement is a definite example of why we are doing this work. Looking forward to our next call. Stéphane.

From: Bunker, Byron [mailto:bunker.byron@epa.gov]
Sent: Friday, September 18, 2015 12:38 PM Eastern Standard Time
To: Couroux,Stephane [NCR]; Kirshenblatt,Morrie [NCR]
Subject: EPA VW announcement is now live

Hi Stephane and Morrie,

Our VW announcement is live. You can find it here.

<http://yosemite.epa.gov/opa/admpress.nsf/bd4379a92ceceac8525735900400c27/dfc8e33b5ab162b985257cc40>

<http://www3.epa.gov/otaq/cert/violations.htm>

We didn't get any questions on Canadian vehicles during the press call.

Thanks for everything yesterday. I am sorry that I couldn't stay for the entire call. Those meetings are very important to me, and we truly appreciate our collaboration.

Thanks,

Byron

Byron Bunker

Director Compliance Division

Office of Transportation and Air Quality

Environmental Protection Agency

2000 Traverwood Drive

Ann Arbor, MI 48105

Bunker.Byron@epa.gov

Phone: (734) 214-4155

Mobile: (734) 353-9623

MANUFACTURER LETTERHEAD

Chief

Emissions Compliance, Automotive Regulations and Science Division
California Air Resources Board
9528 Telstar Avenue, Suite 4
El Monte, California 91731

Re: Request for Conditional Executive Order for Test Group GVGAV02.0VAL

Volkswagen Group of America Inc.'s (VW) application to ARB for certification for 2016 model year test group GVGAV02.0VAL is incomplete with regard to the following: (1) durability demonstration, including the deterioration factors; (2) adjustment factors for regeneration of the diesel particulate filter; (3) selective catalytic reduction (SCR) system and driver inducement strategies; (4) SCR software and calibrations; and (5) On-Board Diagnostic system performance for the SCR system and exhaust gas recirculation system monitors. VW understands that it must submit more information to ARB with regard to the aforementioned five topics. As a result, until ARB deems VW's application information complete, VW requests that the California Air Resources Board (ARB) issue a conditional Executive Order for the 2016 model year test group GVGAV02.0VAL.

VW acknowledges and understands that it has made written representations to ARB in its model year 2016 certification application for said test group, and certifies that it expects its vehicles to comply with those written representations and all applicable legal requirements.

VW understands and agrees to the risks associated with such conditional Executive Order, along with the potential chance that the conditional Executive Order may be revoked, penalties may be levied against VW, and corrective action may be required if VW does not provide information as to the aforementioned five topics by December 10, 2015; if the test data does not demonstrate compliance with applicable 2016 model year emission standard; or if any of the engines conditionally certified for sale under the conditional Executive Order do not meet applicable legal requirements or the requirements of the conditional Executive Order. VW understands and agrees that in the event of VW's failure to provide the information, the test data does not demonstrate compliance with applicable 2016 model year emission standards, or if any of the vehicles conditionally certified for sale under the conditional Executive Order do not meet applicable legal requirements or the requirements of the conditional Executive Order, the conditional Executive Order may be revoked, any vehicles sold will be deemed retroactively noncertified, penalties may be levied, and VW may be required to take remedial action, at its own expense.

Sincerely,

Manufacturer Representative

To: [REDACTED] Ex. 7 @vw.com
Cc: Bunker, Byron[bunker.byron@epa.gov]; Snyder, Jim[Snyder.Jim@epa.gov]
From: Wehrly, Linc
Sent: Fri 9/11/2015 2:33:18 PM
Subject: Re: Meeting at 1:00

Stuart,

That would be fine. See you then.

Linc

Sent from my iPhone

On Sep 11, 2015, at 9:21 AM, [REDACTED] Ex. 7 @vw.com> wrote:

Hello Guys,

I am planning to come out to your office this afternoon for the meeting today.

If that doesn't work for you, please let me know.

Thanks,

[REDACTED] Ex. 7

To: Wehrly, Linc[wehrly.linc@epa.gov]; Bunker, Byron[bunker.bryon@epa.gov]
Cc: [Ex. 7]@vw.com
From: [Ex. 7](EEO)
Sent: Wed 9/2/2015 6:51:15 PM
Subject: Conf Call for VW-CARB Meeting

Hello Linc, Byron,

I had a note from [Ex. 7] that CARB has already set up a conf call number for tomorrow's meeting. Sorry for the confusion. Please use their number instead of the one I sent earlier for tomorrow's call. If you have any questions please let me know.

Thanks

[Ex. 7]

[Ex. 7]

Engineering and Environmental Office

Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326

Phone: [Ex. 7]
Cell: [Ex. 7]
FAX: [Ex. 7]
E-Mail: [Ex. 7]

From: Glodich, Jeffrey (J.M.)
Location: Toyota, Ann Arbor
Importance: Normal
Subject: SAE J2263 LDVP Committee Meeting
Start Date/Time: Thur 9/24/2015 5:00:00 PM
End Date/Time: Thur 9/24/2015 7:30:00 PM

Purpose: Focused on J2263 next steps. Agenda TBD.

SAE Light-Duty Vehicle Performance and Economy Measures Committee Meeting 1-3:30 PM, Toyota Technical Center, Ann Arbor.

Call in number **Non-Responsive**

Access code **Non-Responsive**

Web Address <https://www.connectmeeting.att.com> <<https://www.connectmeeting.att.com/>>

meeting id **Non-Responsive**

access code **Non-Responsive**

From: Glodich, Jeffrey (J.M.)
Location: Toyota, Ann Arbor
Importance: Normal
Subject: SAE J1634 LDVP Committee Meeting
Start Date/Time: Thur 9/17/2015 5:00:00 PM
End Date/Time: Thur 9/17/2015 7:30:00 PM

Purpose: Agree on final updates before 1st level balloting.

SAE Light-Duty Vehicle Performance and Economy Measures Committee Meeting 1-3:30 PM, Toyota Technical Center, Ann Arbor.

Call in number **Non-Responsive**

Access code**Non-Responsive**

Web Address <https://www.connectmeeting.att.com> <<https://www.connectmeeting.att.com/>>

meeting id

access code **Non-Responsive**

From: Wehrly, Linc

Required Attendees: Joel Ball; Snyder, Jim; Dalton, Joel; wright.davida@epa.gov; Ott, William; Bill Pidgeon; Sohacki, Lynn

Location: C34

Importance: Normal

Subject: VW Off-Cycle Emissions

Start Date/Time: Tue 8/25/2015 2:00:00 PM

End Date/Time: Tue 8/25/2015 3:00:00 PM

To: Bill Ross[bross@rossstrategic.com]
Cc: Grundler, Christopher[grundler.christopher@epa.gov]; Cook, Leila[cook.leila@epa.gov]; Hengst, Benjamin[Hengst.Benjamin@epa.gov]
From: Bunker, Byron
Sent: Sun 9/20/2015 12:07:59 AM
Subject: Re: And I have a vw Jetta sports wagon!

Thanks Bill.

Byron Bunker
US EPA
NVFEL Office Phone (734) 214-4155
DC Office Phone (202) 343-9283

Ex. 6

Sent from my cell phone.

On Sep 19, 2015, at 7:25 PM, Bill Ross <bross@rossstrategic.com> wrote:

Good work team!

Sent from my iPhone

To: Couroux, Stephane [NCR][Stephane.Couroux@ec.gc.ca]
From: Bunker, Byron
Sent: Fri 9/18/2015 11:18:16 PM
Subject: Re: EPA VW announcement is now live

Thanks Stephane,

I hope that interesting means good. Have a great weekend.

Byron

Byron Bunker
US EPA
NVFEL Office Phone (734) 214-4155
DC Office Phone (202) 343-9283

Ex. 6

Sent from my cell phone.

On Sep 18, 2015, at 7:13 PM, Couroux, Stephane [NCR] <Stephane.Couroux@ec.gc.ca> wrote:

Hi Byron, turned out to be a busy day in Ottawa. No worries for missing call yesterday as today's announcement is a definite example of why we are doing this work. Looking forward to our next call. Stéphane.

From: Bunker, Byron [<mailto:bunker.byron@epa.gov>]
Sent: Friday, September 18, 2015 12:38 PM Eastern Standard Time
To: Couroux, Stephane [NCR]; Kirshenblatt,Morrie [NCR]
Subject: EPA VW announcement is now live

Hi Stephane and Morrie,

Our VW announcement is live. You can find it here.

<http://yosemite.epa.gov/opa/admpress.nsf/bd4379a92ceceac8525735900400c27/dfc8e33b5ab162b985257ec4>

<http://www3.epa.gov/otaq/cert/violations.htm>

We didn't get any questions on Canadian vehicles during the press call.

Thanks for everything yesterday. I am sorry that I couldn't stay for the entire call. Those meetings are very important to me, and we truly appreciate our collaboration.

Thanks,

Byron

Byron Bunker

Director Compliance Division

Office of Transportation and Air Quality

Environmental Protection Agency

2000 Traverwood Drive

Ann Arbor, MI 48105

Bunker.Byron@epa.gov

Phone: (734) 214-4155

Mobile: (734) 353-9623

From: Bunker, Byron

Required Attendees:

Ex. 7

@ARB

Ex. 7

@ARB

Ex. 7 @arb.ca.gov; **Ex. 7** DARB; Hengst, Benjamin; Sutton, Tia; Brooks, Phillip; Belser, Evan; Werner, Jacqueline; Wehrly, Linc; Cohen, Janet; Cook, Leila; Kaul, Meetu

Location: WJCN

Ex. 6

Importance: Normal

Subject: VW Coordination

Start Date/Time: Mon 9/14/2015 9:00:00 PM

End Date/Time: Mon 9/14/2015 10:00:00 PM

To: Good, David[good.david@epa.gov]
Cc: Snyder, Jim[Snyder.Jim@epa.gov]; Kata, Leonard (EEO)[Leonard.Kata@vw.com]
From: Thomas, Richard (EEO)
Sent: Mon 9/14/2015 5:06:46 PM
Subject: FW: 2016 Audi S8

[redacted]
Ex. 4 - CBI

Hi Dave;

To summarize our phone discussion I have the following.

[redacted]
Ex. 4 - CBI

Ex. 4 - CBI

If you have any questions or I did not capture the discussion correctly please let me know.

Best regards,

Richard

From: Thomas, Richard (EEO)
Sent: Monday, September 14, 2015 11:59 AM
To: 'Good.David@epamail.epa.gov' <Good.David@epamail.epa.gov>
Cc: Jim Snyder (snyder.jim@epa.gov) <snyder.jim@epa.gov>; Kata, Leonard (EEO)
<Leonard.Kata@vw.com>
Subject: 2016 Audi S8

Hi Dave;

I guess you are in the office today (Monday). As a reminder, I have attached an email I wrote to you before your vacation week. For your information I heard from the Audi of America marketing department and they would prefer to use the newly calculated lower city and highway values this model year. This higher horse power engine will be the only engine for 2017 and they would prefer to use the lower values now rather than next model year.

Ex. 4 - CBI

Ex. 4 - CBI

Best regards,

Richard

Richard E. Thomas

Senior Emission Certification Specialist

Engineering & Environmental Office (EEO)

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

Phone: 248 754 4213

Fax: 248 754 4207

mailto: Richard.Thomas@VW.com

To: Good, David[good.david@epa.gov]
Cc: Kata, Leonard (EEO)[Leonard.Kata@vw.com]
From: Thomas, Richard (EEO)
Sent: Tue 9/1/2015 1:52:34 PM
Subject: **Ex. 4 - CBI** Audi S8

Hi Dave;

A reminder to look into this issue when you have time on Thursday, maybe. First allow me to

Ex. 4 - CBI

Thanks,

Richard

Richard E. Thomas

Senior Emission Certification Specialist

Engineering & Environmental Office (EEO)

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

Phone: 248 754 4213

Fax: 248 754 4207

<mailto:Richard.Thomas@VW.com>

To: Good, David[good.david@epa.gov]
Cc: Snyder, Jim[Snyder.Jim@epa.gov]; Kata, Leonard (EEO)[Leonard.Kata@vw.com]
From: Thomas, Richard (EEO)
Sent: Mon 9/14/2015 3:59:12 PM
Subject: 2016 Audi S8

Ex. 4 - CBI

Hi Dave;

I guess you are in the office today (Monday). As a reminder, I have attached an email I wrote to you before your vacation week.

Ex. 4 - CBI

Ex. 4 - CBI

Best regards,

Richard

Richard E. Thomas

Senior Emission Certification Specialist

Engineering & Environmental Office (EEO)

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

Phone: 248 754 4213

Fax: 248 754 4207

mailto: Richard.Thomas@VW.com

To: Good, David[good.david@epa.gov]
Cc: Hopson, Janet L.[hopsonjl@ornl.gov]; Kata, Leonard (EEO)[Leonard.Kata@vw.com]
From: Thomas, Richard (EEO)
Sent: Mon 9/14/2015 3:41:32 PM
Subject: RE: Fuel Economy Guide Website - 2016 Model Types - Questions about the website

Thank you Dave.

From: Good, David [mailto:good.david@epa.gov]
Sent: Monday, September 14, 2015 11:38 AM
To: Thomas, Richard (EEO) <Richard.Thomas@vw.com>
Cc: Hopson, Janet L. <hopsonjl@ornl.gov>; Kata, Leonard (EEO) <Leonard.Kata@vw.com>
Subject: RE: Fuel Economy Guide Website - 2016 Model Types - Questions about the website

Richard,

DOE hasn't begun using the 2016 average mpg, electricity costs, etc. yet---because all previous model year vehicles are compared to this value, etc. They will change over to the 2016 fuel costs, etc in the late fall or early in 2016 calendar year.

Dave

From: Thomas, Richard (EEO) [<mailto:Richard.Thomas@vw.com>]
Sent: Thursday, September 10, 2015 7:42 AM
To: Good, David
Cc: Hopson, Janet L.; Kata, Leonard (EEO)
Subject: Fuel Economy Guide Website - 2016 Model Types

Hi Dave;

I know you are on vacation this week but thought I would send this out before I forget. I was examining the fuel economy guide website when I noticed that the **2016** Volkswagen model year

vehicles still list the text in the “You save or spend*” section that reads: “Note: The average 2015 vehicle gets 24 MPG”. For 2016 model year vehicles this should now be 25 MPG.

I have copied Janet with this mail and perhaps she may change that so the 2016 average will read 25 MPG on the website for the 2016 model year products. It was also the same for other manufacturers' 2016 models.

I also noticed that the 2016 Volkswagen e-Golf when selected reads \$0.88 to drive 25 miles, the same as the last model year's model. This was based upon the \$0.12 per kW-hr of electricity. The official value for electricity is now \$0.13 per kW-hr. That would of course, affect the value that is shown in the “Cost to drive 25 miles”. Shouldn't the unit price first be shown with the official model year label 2016 unit prices (regular gasoline \$3.00, premium gasoline \$3.30, Diesel \$3.35, electric \$0.13) of fuel and then the customer could personalize the unit price to get an updated savings, spending or cost to drive 25 miles value?

Best regards,

Richard

Richard E. Thomas

Senior Emission Certification Specialist

Engineering & Environmental Office (EEO)

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

Phone: 248 754 4213

Fax: 248 754 4207

mailto: Richard.Thomas@VW.com

To: Good, David[good.david@epa.gov]
From: Thomas, Richard (EEO)
Sent: Thur 9/3/2015 2:02:29 PM
Subject: RE: 2016 FE Guide - Data in Verify as of 9/2/2015 10AM

Okay great, thank you. I get forgetful when I don't see that additional tab with EVs, but I didn't think there was an issue.

From: Good, David [mailto:good.david@epa.gov]
Sent: Thursday, September 03, 2015 9:54 AM
To: Thomas, Richard (EEO) <Richard.Thomas@vw.com>
Subject: RE: 2016 FE Guide - Data in Verify as of 9/2/2015 10AM

Richard,

The 2016 e-Golf is posted on the web---it didn't have any errors. I sent you the data on 8/20/2015 for your review for the 2016 Printed Guide---copy attached. It's in a different tab from the conventional vehicles.

Dave

Dave

From: Thomas, Richard (EEO) [mailto:Richard.Thomas@vw.com]
Sent: Thursday, September 03, 2015 7:35 AM
To: Good, David
Subject: RE: 2016 FE Guide - Data in Verify as of 9/2/2015 10AM

Hi Dave;

I noticed that I have not seen the BEV Volkswagen e-Golf on your spreadsheet listing since the end of July. You told me to ignore the e-Golf errors in your mail of July 29th. I assume everything is okay with this label #086, correct? It was carried over from 2015, with only a change to the electricity unit price to \$0.13 per kW-hr from \$0.12. And, as I told you we made the 240V charge time a bit more definitive at 3.7 hours instead of 4 hours.

Thanks,

Richard

From: Good, David [mailto:good.david@epa.gov]
Sent: Wednesday, September 02, 2015 5:28 PM
To: Thomas, Richard (EEO) <Richard.Thomas@vw.com>
Subject: 2016 FE Guide - Data in Verify as of 9/2/2015 10AM

Richard,

Per your voicemail. Thanks for fixing the error.

Dave

To: Good, David[good.david@epa.gov]
From: Thomas, Richard (EEO)
Sent: Tue 9/1/2015 2:57:41 PM
Subject: 5250 ETW cut point Standard SUVS

Hi Dave;

I thought I better not bother you with a phone call, but I was wondering if you can provide the new cut point for a 5250 lbs ETW, for a Standard Sport Utility Vehicle that is in your draft list and yet to be issued.

[redacted] Ex. 4 - CBI

[redacted] Ex. 4 - CBI

[redacted] Ex. 4 - CBI You said that we may see the official notice with new cut pints this week.

Thanks,

Richard

Richard E. Thomas

Senior Emission Certification Specialist

Engineering & Environmental Office (EEO)

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

Phone: 248 754 4213

Fax: 248 754 4207

mailto: Richard.Thomas@VW.com

To: Good, David[good.david@epa.gov]
Cc: Kata, Leonard (EEO)[Leonard.Kata@vw.com]
From: Thomas, Richard (EEO)
Sent: Tue 9/1/2015 1:52:34 PM
Subject: Running Change Fuel Economy 2016 Audi S8

Hi Dave;

A reminder to look into this issue when you have time on Thursday, maybe. First allow me to

Ex. 4 - CBI

Thanks,

Richard

Richard E. Thomas

Senior Emission Certification Specialist

Engineering & Environmental Office (EEO)

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

Phone: 248 754 4213

Fax: 248 754 4207

<mailto:Richard.Thomas@VW.com>

To: Good, David[good.david@epa.gov]
Cc: Snyder, Jim[Snyder.Jim@epa.gov]
From: Thomas, Richard (EEO)
Sent: Fri 8/28/2015 10:13:13 AM
Subject: RE: 2016 FE Guide - Errors in Verify as of 4PM on August 27, 2015

Thanks Dave;

Ex. 4 - CBI

From: Good, David [mailto:good.david@epa.gov]
Sent: Thursday, August 27, 2015 6:17 PM
To: Thomas, Richard (EEO) <Richard.Thomas@vw.com>
Cc: Snyder, Jim <Snyder.Jim@epa.gov>
Subject: Re: 2016 FE Guide - Errors in Verify as of 4PM on August 27, 2015

Richard,

Re: 2016 FE Guide - Errors in Verify as of 4PM on August 27, 2015

I did another query of the data in Verify as of 4PM today---to help manufacturers correct errors on any new entries.

Attached are the data in Verify as of 6AM on August 27, 2015. Labels with pea green fill in the first few columns have errors but which need to be corrected in Verify before I can have the data posted on www.fueleconomy.gov. The errors are also highlighted in yellow fill in the column where the error occurred.

The next normal posting of 2015 & 2016 FE Label data will be on September 2, 2015 (on a monthly schedule where I run the query on the 1st, 9th, 15th and 23rd of the month) and send the data to DOE for posting on that day (or a day later). This is the same day which I will send the data in Verify to DOE for the 2016 Printed Guide.

Please make any needed corrections to Verify when you get a chance.

Using the 2017 Derived 5-Cycle Equation for 2016MY Vehicles: If you are voluntarily using the 2017 derived 5-cycle equations for any 2016 model year vehicles, please send me the 2016 Index number(s) of the affected vehicles so I can build them into the macro.

Placeholders for the 2016 Printed Guide are due to EPA on Aug 20, 2015: If you haven't already done so, please send me an Excel spreadsheet with any fuel cell vehicles, EVs, HEVs, PHEVs, FFVs and any other alternative fuel vehicles which won't be labeled in Verify by September 1, 2015. [Please don't include placeholder information for vehicles which are already in EPA's Verify database (or will be in Verify by September 1, 2015.) See Enclosure 2, Section 3 of EPA Guidance letter CD-15-16 for additional information.]

Thanks

Dave

To: Good, David[good.david@epa.gov]
Cc: [Ex. 7] @vw.com; Snyder, Jim[Snyder.Jim@epa.gov][Ex. 7]
Ex. 7 @vw.com
From: [Ex. 7] (EEO)
Sent: Thur 8/27/2015 5:27:04 PM
Subject: RE: 2016 Printed FE Guide - Data in EPA's database as of Aug 20, 2015 6AM is attached for your review; On Sept 2, 2015 I will send error free Verify data to DOE for the 2016 Printed Guide

Hi Dave;

Ex. 4 - CBI

Thanks,

Ex. 7

From: Good, David [mailto:good.david@epa.gov]
Sent: Wednesday, August 26, 2015 2:49 PM
To: [Ex. 7] @vw.com>
Cc: [Ex. 7] @vw.com>; Snyder, Jim <Snyder.Jim@epa.gov>;
[Ex. 7] @vw.com>
Subject: RE: 2016 Printed FE Guide - Data in EPA's database as of Aug 20, 2015 6AM is attached for your review; On Sept 2, 2015 I will send error free Verify data to DOE for the 2016 Printed Guide

Ex. 7

Attached are the 2016 FE Guide data (where Index 100 uses the 2017 derived 5-cycle equation) and my edits to your 2016 placeholder file (FYI).

Ex. 4 - CBI

Let me know if you see any problems with my edits to your Placeholders.

Dave

From: [REDACTED] **Ex. 7** **@vw.com]**
Sent: Wednesday, August 26, 2015 7:11 AM
To: Good, David
Cc: [REDACTED] **Ex. 7**
Subject: RE: 2016 Printed FE Guide - Data in EPA's database as of Aug 20, 2015 6AM is attached for your review; On Sept 2, 2015 I will send error free Verify data to DOE for the 2016 Printed Guide

Hi Dave;

Ex. 4 - CBI

Ex. 4 - CBI

Ex. 4 - CBI

I have a place holder for the 2016 Audi A3 e-tron and A3 e-tron Ultra.

Ex. 4 - CBI

Ex. 4 - CBI I have attached the Excel spreadsheet with that place holder information. Please let me know if this spreadsheet will work for your purpose.

If you have any questions, please let me know.

Best regards,

Ex. 7

Ex. 7

Senior Emission Certification Specialist

Engineering & Environmental Office (EEO)

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

Phone:

Fax:

mailto:

Ex. 7

From: Good, David [mailto:good.david@epa.gov]
Sent: Friday, August 21, 2015 10:47 AM
To: [Ex. 7](#) [j@vw.com](#)>
Cc: [Ex. 7](#) [@vw.com](#); Snyder, Jim <Snyder.Jim@epa.gov>
Subject: re: 2016 Printed FE Guide - Data in EPA's database as of Aug 20, 2015 6AM is attached for your review; On Sept 2, 2015 I will send error free Verify data to DOE for the 2016 Printed Guide

[Ex. 7](#)

re: 2016 Printed FE Guide - Data in EPA's database as of Aug 20, 2015 6AM is attached for your review; On Sept 2, 2015 I will send error free Verify data to DOE for the 2016 Printed Guide

Attached are the data in Verify as of August 20, 2015 6AM. Labels with pea green fill in the first few columns have errors which need to be corrected before I can have the data posted on www.fueleconomy.gov or included in the 2016 Printed Guide. Note that there are separate tabs for EV, PHEV, and fuel cell vehicles (if applicable). Please make any needed corrections to Verify when you get a chance. Please enter new data in Verify for any missing labels.

-

Printed Guide – For the 2016 Printed Guide, I will send all error-free data in Verify to DOE on September 2, 2015, regardless of release date. The data will not be released outside of EPA & DOE offices until the week of November 16, 2015, when 2016 Printed Guides are scheduled to be mailed to dealerships, libraries and credit unions, ref. EPA guidance letter CD-15-16, July 20, 2015. Please email me if there are data in Verify which you do not want included in the 2016 Printed Guide.

Next Web Update - The next normal posting of 2015 & 2016 FE Label data will be on August 25, 2015

(on a monthly schedule where I run the query on the 1st, 9th, 15th and 23rd of the month) and send the data to DOE for posting on that day (or a day later). Again on September 2, 2015, I'll send the error-free data in Verify (which is releasable) to DOE to update www.fueleconomy.gov, business-as-usual.

Using the 2017 Derived 5-Cycle Equation for 2016MY Vehicles: If you are voluntarily using the 2017 derived 5-cycle equations for any 2016 model year vehicles, please send me the 2016 Index number(s) of the affected vehicles so I can build them into the macro. See EPA Guidance Letter CD-15-15, June 22, 2015 for additional information about the revised derived 5-cycle equation.

Placeholders for the 2016 Printed Guide are due to EPA on Aug 20, 2015: If you haven't already done so, please send me an Excel spreadsheet with any fuel cell vehicles, EVs, HEVs, PHEVs, FFVs and any other alternative fuel vehicles which won't be labeled in Verify by September 1, 2015. [Please don't include placeholder information for vehicles which are already in EPA's Verify database (or will be in Verify by September 1, 2015).] See Enclosure 2, Section 3 of EPA Guidance letter CD-15-16 for additional information about placeholders.

Reminders:

- Please double check the attached data in Verify for accuracy, missing labels, etc.
- September 1, 2015 is the last day to make changes for the 2016 Printed Guide.
- If you enter new label data into Verify before September 2, 2015, please double check it carefully for accuracy.

Please send me a short email when your 2016 FE Label data in Verify are "good to go."

Please send me your placeholder spreadsheet as soon as possible.

Thanks

Ex. 7

To: Good, David[good.david@epa.gov]
From: Thomas, Richard (EEO)
Sent: Wed 8/12/2015 10:07:19 AM
Subject: voice message for Lamborghini

Thanks for the voice message Dave,

Ex. 4 - CBI

Ex. 4 - CBI

Richard E. Thomas

Senior Emission Certification Specialist

Engineering & Environmental Office (EEO)

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

Phone: 248 754 4213

Fax: 248 754 4207

mailto: Richard.Thomas@VW.com

From: [REDACTED] Ex. 7 [REDACTED] (EEO)
Location: Conf Call
Importance: Normal
Subject: CARB-EPA-VW Diesel Conf Call
Start Date/Time: Thur 9/17/2015 5:00:00 PM
End Date/Time: Thur 9/17/2015 7:00:00 PM

.....

Good Morning,

Please see below for dial-in information. Conf ID is at the bottom.

Thanks

[REDACTED]
Ex. 7

EPA:

Byron Bunker

Linc Wehrly

Jim Snyder

CARB:

[REDACTED]
Ex. 7

Join Skype Meeting

This is an online meeting for Skype for Business, the professional meetings and communications app

formerly known as Lync.

Join by phone

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[+1 \(248\) 754-5055](#) (Auburn Hills) English (United States)

[Find a local number](#)

Conference ID **Ex. 6**

[Forgot your dial-in PIN?](#) | [Help](#)

.....

From: Ex. 7 (EEO)
Location: Skype Meeting
Importance: Normal
Subject: Diesel Discussion
Start Date/Time: Fri 9/11/2015 5:00:00 PM
End Date/Time: Fri 9/11/2015 6:30:00 PM

.....
.....

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Conference ID: Non-Responsive

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Join from your computer

From: **Ex. 7**
Location: Conf Call (El Monte) - RM. N-120 AA
Importance: Normal
Subject: VW CARB Conf Call (Pacific Time)
Start Date/Time: Thur 9/3/2015 7:00:00 PM
End Date/Time: Thur 9/3/2015 10:00:00 PM

.....

--Please Note Pacific Time—

Ex. 7 asked for a conference line to be provided for the VW-CARB meeting scheduled for 3-Sept in El Monte 12-3pm Pacific time. Please call Ex. 6 if there are any difficulties with the line. Thank you,

Ex. 7

Join Skype Meeting

This is an online meeting for Skype for Business, the professional meetings and communications app formerly known as Lync.

Join by phone

[+1 \(248\) 754-6400](#) (Auburn Hills) English (United States)
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[+1 \(248\) 754-5055](#) (Auburn Hills) English (United States)

Find a local number

Conference ID: Non-Responsive

Forgot your dial-in PIN? | [Help](#)

[http://10.30.81.109:443](#)

To: Wehrly, Linc[wehrly.linc@epa.gov]; Bunker, Byron[bunker.bryon@epa.gov]; Manners, Mary[manners.mary@epa.gov]
From: [REDACTED] Ex. 6
Sent: Tue 9/22/2015 4:26:50 PM
Subject: Fwd: A Super EPA Success Story!

A big win for the compliance division! You do EPA proud. Congratulations and many thanks for continuing to do the vitally important work of the division. Just think of what you could do with a little more \$\$!!

All the best,

[REDACTED] Ex. 6

Sent from my iPad

Begin forwarded message:

From: [REDACTED] Ex. 6
Date: September 22, 2015 at 7:48:04 AM EDT
To: [REDACTED] Ex. 6
[REDACTED] Ex. 6 >, Carrie Wehling <wehling.carrie@epa.gov>
Subject: A Super EPA Success Story!

I don't know whether you've been following the VW diesel scandal, but there was a great article in the *NY Times* yesterday reporting that it was **EPA threats** that finally got VW to confess that it had fabricated emissions data for its 2015 and 2016 diesel cars.

<http://tinyurl.com/pclxzbz> The story also explains how the fraud was uncovered -- interestingly, by an environmental group (working with a university) that decided to test emissions from U.S. diesel vehicles.

The story also does a good job of laying out why EPA, with better enforcement authority than NHTSA, was in a good position to move quickly and forcefully to deal with VW.

Why you need regulators and strong environmental laws!

To: Bunker, Byron[bunker.byron@epa.gov]
Cc: Shannon Baker-Branstetter[SBaker-Branstetter@consumer.org]; William Wallace[william.wallace@consumer.org]
From: Ellen Bloom
Sent: Tue 9/22/2015 2:29:58 PM
Subject: Fwd: Registering/selling VW diesels

Hi Byron,

Consumer Reports would like to write about the topic of what consumers can do with their VW diesels. To do so, they would like confirmation from EPA that there will be no impediments to consumers trying to sell their cars -- even though there likely will be an emissions-related recall.

Can you help get us an answer we can provide to consumers? They want to write today.
Thanks

Ellen

*** This e-mail message is intended only for the designated recipient(s) named above. The information contained in this e-mail and any attachments may be confidential or legally privileged. If you are not the intended recipient, you may not review, retain, copy, redistribute or use this e-mail or any attachment for any purpose, or disclose all or any part of its contents. If you have received this e-mail in error, please immediately notify the sender by reply e-mail and permanently delete this e-mail and any attachments from your computer system. ***

To: Bunker, Byron[bunker.byron@epa.gov]
From: Tim Cheyne
Sent: Tue 9/22/2015 1:14:43 PM
Subject: Please join me to discuss the impact of the VW defeat device revelations

Industry experts discuss the impact of the VW revelations

No Images? [Click here](#)

FREE WEBINAR: THE INTEGER VIEW

The impact of the latest VW revelations

Dear Byron,

I would like to invite you to a free [webinar >>](#) hosted by Integer Research taking place this Wednesday 23rd September 2015 analysing the impact of the VW emissions 'defeat device' revelations. I will be presenting this webinar personally alongside my colleague Adam Panayi, Emissions Research Manager, and together we will answer the following key questions:

- What has VW admitted to doing?
- What is cycle beating and how is it possible under US regulations?
- How do US regulations differ to Europe?
- What does all this mean for the use of emissions control technologies (and DEF/AdBlue)?
- Question + Answer session

[Register for the webinar now >>](#)

(Don't worry if you can't make it, simply register and we'll send you a link to watch the full recording afterwards).

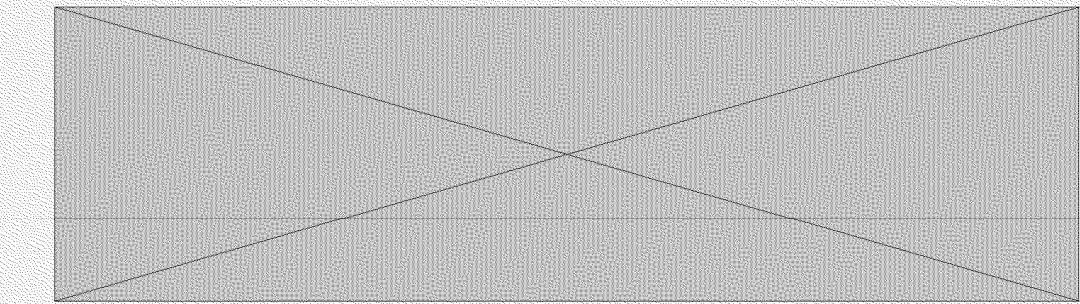
Adam and I look forward to welcoming you to this essential webinar - a chance for industry experts and key players to discuss the significance of this breaking news together.

[REGISTER FOR THE WEBINAR HERE>>](#)

Kind regards,

Tim Cheyne, Managing Director Integer Research

Adam Panayi, Emissions Research Manager



Related research + conferences

- [8th Integer Emissions Summit & DEF Forum USA 2015 >>](#)
- [DEF Demand Outlook Service »](#)
- [DEF Tracker >>](#)
- [European AdBlue Forecast Service »](#)
- [The Monitor »](#)
- [Download our Emissions product portfolio \(PDF\) >>](#)

REGISTER FOR THE WEBINAR

Wednesday 23rd September 2015
3pm UK time - (20 mins + Q&A)

Can't make it? Please [register anyway >>](#) - we'll send you a link to the recording

Questions?
publications@integer-research.com
+44 (0)20 7503 1265

Sent by Integer Research Ltd
Invicta House, 108-114 Golden Lane, London, EC1Y 0TL, UK
www.integer-research.com

You are receiving this message as you are a key figure in the emissions industry
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To: Bunker, Byron[bunker.byron@epa.gov]
Cc: Shannon Baker-Branstetter[SBaker-Branstetter@consumer.org]
From: Ellen Bloom
Sent: Tue 9/22/2015 1:00:29 PM
Subject: Fwd: VW links

Great talking to you. Jake Fisher, head of our Auto Test division, might also reach out to you. Let's keep chatting.

Thanks,

Ellen

Here's what Consumer Reports Online has run as well as Consumerist. They are in the order of when they were published, earliest to latest:

CRO:

VW, Audi Cited by EPA for Cheating on Diesel Emissions Tests

Volkswagen Emissions Cheat Exploited 'Test Mode'

Consumerist:

Volkswagen Ordered To Recall 500K Vehicles Over Emission Violations

Consumer Reports Suspends "Recommended" Status For Recalled VW Vehicles

VW To Stop Selling Vehicles Affected By Emissions System Recall

Yes, Owners Of Recalled Volkswagens Can File Deceptive Marketing Complaints With The FTC

Justice Dept. Considering Criminal Charges Against Volkswagen

Ellen Bloom
Senior Director, Federal Policy & Washington Office
Consumers Union
p: 202-462-6262
f: 202-265-9548

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To: Bunker, Byron[bunker.byron@epa.gov]
From: [REDACTED] Ex. 7 (EEO)
Sent: Fri 9/18/2015 8:09:31 PM
Subject: Press Information

Hello Byron,

If you do revise or try to clarify any messages to the public can you also forward to me?

Thanks,

[Ex. 7]

To: Thomas, Richard (EEO)[Richard.Thomas@vw.com]
Cc: Hopson, Janet L.[hopsonjl@ornl.gov]; Kata, Leonard (EEO)[Leonard.Kata@vw.com]
From: Good, David
Sent: Mon 9/14/2015 3:38:10 PM
Subject: RE: Fuel Economy Guide Website - 2016 Model Types - Questions about the website

Richard,

DOE hasn't begun using the 2016 average mpg, electricity costs, etc. yet----because all previous model year vehicles are compared to this value, etc. They will change over to the 2016 fuel costs, etc in the late fall or early in 2016 calendar year.

Dave

From: Thomas, Richard (EEO) [mailto:Richard.Thomas@vw.com]
Sent: Thursday, September 10, 2015 7:42 AM
To: Good, David
Cc: Hopson, Janet L.; Kata, Leonard (EEO)
Subject: Fuel Economy Guide Website - 2016 Model Types

Hi Dave;

I know you are on vacation this week but thought I would send this out before I forget. I was

Ex. 4 - CBI

Ex. 4 - CBI

Best regards,

Richard

Richard E. Thomas

Senior Emission Certification Specialist

Engineering & Environmental Office (EEO)

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

Phone: 248 754 4213

Fax: 248 754 4207

<mailto:Richard.Thomas@VW.com>

To: Thomas, Richard (EEO)[Richard.Thomas@vw.com]
From: Good, David
Sent: Tue 9/1/2015 3:22:17 PM
Subject: RE: 5250 ETW cut point Standard SUVS

Richard,

5250 ETW truck cut points = 21.7 mpg city, 32.2 mpg hwy.

Standard SUV non-hybrid vehicle, non-diesel class leader cut points = 26.0 city, 38.8 hwy.

Dave

From: Thomas, Richard (EEO) [mailto:Richard.Thomas@vw.com]
Sent: Tuesday, September 01, 2015 10:58 AM
To: Good, David
Subject: 5250 ETW cut point Standard SUVS

Hi Dave;

I thought I better not bother you with a phone call, but I was wondering if you can provide the new cut point for a 5250 lbs ETW, for a Standard Sport Utility Vehicle that is in your draft list and yet to be issued. Ex. 4 - CBI

Ex. 4 - CBI

Ex. 4 - CBI You said that we may see the official notice with new cut pints this week.

Thanks,

Richard

Richard E. Thomas

Senior Emission Certification Specialist

Engineering & Environmental Office (EEO)

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

Phone: 248 754 4213

Fax: 248 754 4207

mailto: Richard.Thomas@VW.com

To: Bunker, Byron[bunker.byron@epa.gov]
From: [REDACTED] Ex. 7 (EEO)
Sent: Wed 9/16/2015 12:48:29 PM
Subject: Test Status

Hello Byron,

Got you voice mail. Still waiting for a response from Germany. I pinged them again this morning for a status. I'll let you know as soon as I hear...

Company Letterhead

September 15, 2015

Annette Hebert
Division Chief
Emissions Compliance, Automotive Regulations and Science Division
California Air Resources Board
9528 Telstar Avenue, Suite 4
El Monte, California 91731

Re: Request for Conditional Executive Order for Test Group GVGAV02.0VAL

Dear Ms. Hebert

Volkswagen Group of America Inc. (VW) has been informed that VW application to ARB for certification for 2016 model year test group GVGAV02.0VAL is incomplete with regard to the following: (1) additional durability information and durability demonstration, including the deterioration factors; (2) adjustment factors for regeneration of the diesel particulate filter; (3) selective catalytic reduction (SCR) system and driver inducement strategies; (4) SCR software and calibrations; and (5) On-Board Diagnostic system performance for monitors correlated to emission thresholds. VW understands that it must submit more information to ARB with regard to the aforementioned five topics. As a result, until ARB deems VW's application information complete, VW requests that the California Air Resources Board (ARB) issue a conditional Executive Order for the 2016 model year test group GVGAV02.0VAL.

VW acknowledges and understands that it has made written representations to ARB in its model year 2016 certification application for said test group, and certifies that it expects its vehicles to comply with those written representations and all applicable legal requirements.

VW understands and agrees to the risks associated with such conditional Executive Order, along with the potential chance that the conditional Executive Order may be revoked, then pursuant to applicable law penalties may be levied against VW, and corrective action may be required if VW does not provide information as to the aforementioned five topics by December 10, 2015; if the test data does not demonstrate compliance with applicable 2016 model year emission standard; or if any of the engines conditionally certified for sale under the conditional Executive Order do not meet applicable legal requirements or the requirements of the conditional Executive Order. One exception to the requirements listed above is a full useful life durability demonstration, including deterioration factors, cited in the first of the aforementioned five

topics, which VW commits to completing and submitting to ARB by December 31, 2016. VW understands and agrees that in the event of VW's failure to provide the information, the test data does not demonstrate compliance with applicable 2016 model year emission standards, or if any of the vehicles conditionally certified for sale under the conditional Executive Order do not meet applicable legal requirements or the requirements of the conditional Executive Order, then as permitted by applicable law the conditional Executive Order may be revoked, any vehicles sold will be deemed retroactively noncertified, penalties may be levied, and VW may be required to take remedial action, at its own expense.

Sincerely,

Stuart I Johnson
General Manager
Engineering and Environmental Office
Volkswagen Group of America
3800 Hamlin Road
Auburn Hills, MI 48326
Phone: 248-754-4208

To: Bunker, Byron[bunker.byron@epa.gov]
From: Veldten, Burkhard (EAEF/4)
Sent: Fri 9/11/2015 5:17:41 PM
Subject: Automatic reply: New call in number

Ich bin bis zum 25.09. nicht im Haus.Ich bin auf meinem Handy unter
erreichbar. Es vertritt mich Holger Loof Tel.4 [redacted] Ex. 6
MfG Burkhard Veldten

Ex. 6

To: Bunker, Byron[bunker.byron@epa.gov]; Wehrly, Linc[wehrly.linc@epa.gov]; Snyder, Jim[Snyder.Jim@epa.gov]
From: [Ex. 7] (EEO)
Sent: Fri 9/11/2015 1:21:35 PM
Subject: Meeting at 1:00

Hello Guys,

I am planning to come out to your office this afternoon for the meeting today.

If that doesn't work for you, please let me know.

Thanks,

[Ex. 7]

To: Bunker, Byron[bunker.byron@epa.gov]
From: [REDACTED] Ex. 7 (EEO)
Sent: Wed 9/9/2015 8:04:24 PM
Subject: Gen 1

Hello Byron,

Still working on a Gen 1 discussion. If you want to talk more at the end of the day call my cell.

[REDACTED]
Ex. 6

To: Bunker, Byron[bunker.byron@epa.gov]
Cc: Wehrly, Linc[wehrly.linc@epa.gov]
From: [REDACTED] Ex. 7 (EEO)
Sent: Mon 8/24/2015 4:45:35 PM
Subject: RE: Emailing: 20150817_QA_CARB_Special
Cycle_GenIII_Zusammenfassung_Kuz_V04_Thorsten_1.pptx

Hello Byron,

My schedule is pretty open this week so let me know. Next week will work as well.

Talk to you soon,

[Ex. 7]

From: Bunker, Byron [mailto:bunker.byron@epa.gov]
Sent: Monday, August 24, 2015 12:43 PM
To: [REDACTED] Ex. 7 (EEO)
Cc: Wehrly, Linc
Subject: Re: Emailing: 20150817_QA_CARB_Special
Cycle_GenIII_Zusammenfassung_Kuz_V04_Thorsten_1.pptx

Thanks [Ex. 7] [REDACTED] Ex. 6 I am going to need to come into the office some but I don't know yet when. Linc or I will follow up later if it makes sense to get together this week. I might prefer to wait until next week.

Thanks,

Byron

Byron Bunker

US EPA

NVFEL Office Phone (734) 214-4155

DC Office Phone (202) 343-9283

Cell Phone (734) 353-9623

Sent from my cell phone.

On Aug 24, 2015, at 11:38 AM, [REDACTED] [Ex. 7](#) [@vw.com](#) wrote:

Hello Byron and Linc,

Ex. 4 - CBI

If you would like me to come in and explain further I am willing to do that.

Let me know what you would like to do,

[Ex. 7](#)

Ex. 4 - CBI

To: Bunker, Byron[bunker.byron@epa.gov]; Wehrly, Linc[wehrly.linc@epa.gov]
From: [redacted] Ex. 7 (EEO)
Sent: Mon 8/24/2015 3:38:33 PM
Subject: FW: [redacted] Ex. 4 - CBI
[redacted]
Ex. 4 - CBI

Ex. 4 - CBI

Hello Byron and Linc,

Here are the slides we used for the meeting with CARB last week.

[redacted] Ex. 4 - CBI

Ex. 4 - CBI

If you would like me to come in and explain further I am willing to do that.

Let me know what you would like to do,

[redacted] Ex. 7

To: Ellen Bloom[ebloom@consumer.org]
Cc: Shannon Baker-Branstetter[SBaker-Branstetter@consumer.org]; William Wallace[william.wallace@consumer.org]
From: Bunker, Byron
Sent: Tue 9/22/2015 2:31:14 PM
Subject: RE: Registering/selling VW diesels

Hi Ellen,

I will get this question/request routed to our press team and to our state programs team to see if we can help.

Thanks,

Byron

Byron Bunker
Director Compliance Division
Office of Transportation and Air Quality
Environmental Protection Agency
2000 Traverwood Drive
Ann Arbor, MI 48105
Bunker.Byron@epa.gov
Phone: (734) 214-4155
Mobile: (734) 353-9623

From: Ellen Bloom [mailto:ebloom@consumer.org]

Sent: Tuesday, September 22, 2015 10:30 AM
To: Bunker, Byron
Cc: Shannon Baker-Branstetter; William Wallace
Subject: Fwd: Registering/selling VW diesels

Hi Byron,

Consumer Reports would like to write about the topic of what consumers can do with their VW diesels. To do so, they would like confirmation from EPA that there will be no impediments to consumers trying to sell their cars -- even though there likely will be an emissions-related recall.

Can you help get us an answer we can provide to consumers? They want to write today.
Thanks

Ellen

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To: Shannon Baker-Branstetter[sbaker-branstetter@consumer.org];
ebloom@consumer.org[ebloom@consumer.org]
From: Bunker, Byron
Sent: Mon 9/21/2015 7:52:39 PM
Subject: EPA VW Notice

<http://www3.epa.gov/otaq/cert/violations.htm>

Byron Bunker
Director Compliance Division
Office of Transportation and Air Quality
Environmental Protection Agency
2000 Traverwood Drive
Ann Arbor, MI 48105
Bunker.Byron@epa.gov
Phone: (734) 214-4155
Mobile: (734) 353-9623

To: [REDACTED] **Ex. 7** **@vw.com]**
From: Bunker, Byron
Sent: Fri 9/18/2015 8:14:33 PM
Subject: RE: Press Information

Here is the change we made. We added/redid this answer on our webpage to try to address the recall questions.

Is EPA officially requiring Volkswagen to issue a recall now?

No. EPA expects to compel VW to issue a recall in the future to reduce the emissions impacts of these vehicles. Owners will be notified of that recall once Volkswagen and Audi have developed a remedial plan and EPA has approved the plan. Manufacturers are given a reasonable amount of time to develop a plan to complete the repairs, including both the repair procedure and manufacture of any needed parts. Depending on the complexity of the repair and the lead time needed to obtain the necessary components, it could take up to one year to identify corrective actions, develop a recall plan, and issue recall notices

Byron Bunker

Director Compliance Division

Office of Transportation and Air Quality

Environmental Protection Agency

2000 Traverwood Drive

Ann Arbor, MI 48105

Bunker.Byron@epa.gov

Phone: (734) 214-4155

Mobile: [REDACTED] **Ex. 6** [REDACTED]

From: [REDACTED] **Ex. 7** **@vw.com]**
Sent: Friday, September 18, 2015 4:10 PM
To: Bunker, Byron

Subject: Press Information

Hello Byron,

If you do revise or try to clarify any messages to the public can you also forward to me?

Thanks,

Ex. 7

To: Couroux, Stephane [NCR][Stephane.Couroux@ec.gc.ca]; Kirshenblatt, Morrie [NCR][Morrie.Kirshenblatt@ec.gc.ca]
From: Bunker, Byron
Sent: Fri 9/18/2015 4:38:50 PM
Subject: EPA VW announcement is now live

Hi Stephane and Morrie,

Our VW announcement is live. You can find it here.

<http://yosemite.epa.gov/opa/admpress.nsf/bd4379a92ceeeac8525735900400c27/dfc8e33b5ab162b985257ec40c>

<http://www3.epa.gov/otaq/cert/violations.htm>

We didn't get any questions on Canadian vehicles during the press call.

Thanks for everything yesterday. I am sorry that I couldn't stay for the entire call. Those meetings are very important to me, and we truly appreciate our collaboration.

Thanks,

Byron

Byron Bunker

Director Compliance Division

Office of Transportation and Air Quality

Environmental Protection Agency

2000 Traverwood Drive

Ann Arbor, MI 48105

Bunker.Byron@epa.gov

Phone: (734) 214-4155

Mobile: [REDACTED] **Ex. 6**

To: gregory.thompson@mail.wvu.edu[gregory.thompson@mail.wvu.edu]
From: Bunker, Byron
Sent: Fri 9/18/2015 4:13:38 PM
Subject: RE: WVU Testing of LD Diesels - EPA Announcement

The following links will take you to our announcement.

<http://yosemite.epa.gov/opa/admpress.nsf/bd4379a92ceeeac8525735900400c27/dfc8e33b5ab162b985257ec40c>

<http://www3.epa.gov/otaq/cert/violations.htm>

Byron Bunker

Director Compliance Division

Office of Transportation and Air Quality

Environmental Protection Agency

2000 Traverwood Drive

Ann Arbor, MI 48105

Bunker.Byron@epa.gov

Phone: (734) 214-4155

Mobile: **Ex. 6**

From: Bunker, Byron
Sent: Friday, September 18, 2015 11:55 AM
To: 'gregory.thompson@mail.wvu.edu'

Subject: WVU Testing of LD Diesels - EPA Announcement

Dear Dr. Thompson,

I wanted to make you aware that EPA and CARB today are announcing an investigation into Volkswagen regarding the performance of light duty diesel vehicles coming in part from the research your team conducted. If you have a few minutes today, I would like to give you a call to discuss.

Please let me know the best way and time to reach out to you.

Thanks,

Byron

Byron Bunker

Director Compliance Division

Office of Transportation and Air Quality

Environmental Protection Agency

2000 Traverwood Drive

Ann Arbor, MI 48105

Bunker.Byron@epa.gov

Phone: (734) 214-4155

Mobile: () **Ex. 6**

To: Drew Kodjak[drew@theicct.org]
From: Bunker, Byron
Sent: Fri 9/18/2015 3:58:34 PM
Subject: VW Announcement

Hi Drew,

Our website is live. <http://www3.epa.gov/otaq/cert/violations.htm>

Thanks,

Byron

Byron Bunker

Director Compliance Division

Office of Transportation and Air Quality

Environmental Protection Agency

2000 Traverwood Drive

Ann Arbor, MI 48105

Bunker.Byron@epa.gov

Phone: (734) 214-4155

Mobile: Ex. 6

To: [REDACTED] **Ex. 7** @vw.com]
From: Bunker, Byron
Sent: Thur 9/17/2015 6:02:17 PM
Subject: Can you give me a call as soon as practical?

Thanks. Byron

Byron Bunker

Director Compliance Division

Office of Transportation and Air Quality

Environmental Protection Agency

2000 Traverwood Drive

Ann Arbor, MI 48105

Bunker.Byron@epa.gov

Phone: (734) 214-4155

Mobile: [REDACTED] **Ex. 6**

From: Bunker, Byron
Location: Conf Call
Importance: Normal
Subject: Accepted: CARB-EPA-VW Diesel Conf Call
Start Date/Time: Thur 9/17/2015 5:00:00 PM
End Date/Time: Thur 9/17/2015 7:00:00 PM

To: [REDACTED] Ex. 7 [REDACTED]@vw.com]
From: Bunker, Byron
Sent: Thur 9/10/2015 1:17:13 PM
Subject: Can you give me a call when you have a minute?

Hi [REDACTED] **Ex. 7**

When you have a minute, can you give me a call?

Thanks,

Byron

Byron Bunker

Director Compliance Division

Office of Transportation and Air Quality

Environmental Protection Agency

2000 Traverwood Drive

Ann Arbor, MI 48105

Bunker.Byron@epa.gov

Phone: (734) 214-4155

Mobile:

[REDACTED] **Ex. 6**

From: Bunker, Byron
Location: Conf Call (El Monte)
Importance: Normal
Subject: Accepted: VW CARB Conf Call (Pacific Time)
Start Date/Time: Thur 9/3/2015 7:00:00 PM
End Date/Time: Thur 9/3/2015 10:00:00 PM

To: [REDACTED] Ex. 7 @vw.com]
Cc: Wehrly, Linc[wehrly.linc@epa.gov]
From: Bunker, Byron
Sent: Fri 8/21/2015 12:15:22 PM
Subject: Time to talk today?

Hi [Ex. 7]

If you can spare 20 minutes today, I would like to follow up on a conversation that you had with Linc. My calendar is mostly open today with only a few internal meetings. Please let me know if there is a convenient time to talk, and I will give you a call.

Thanks,

Byron

Byron Bunker

Director Compliance Division

Office of Transportation and Air Quality

Environmental Protection Agency

2000 Traverwood Drive

Ann Arbor, MI 48105

Bunker.Byron@epa.gov

Phone: (734) 214-4155

Mobile: ([Ex. 6])

From: [REDACTED] **Ex. 7** **@vw.com]**
Sent: Wednesday, March 06, 2013 11:13 AM
To: Bunker, Byron
Subject: Fuel Economy Testing Correlation

Hello Byron,

Hey, I just wanted to say thanks for the conversation we had concerning fuel economy testing. I've continued to think about it and wanted to make an additional point that maybe wasn't so clear during the discussion.

Ex. 4 - CBI

Ex. 4 - CBI

Hope that helps if you have further internal discussions.

Thanks again,

Ex. 7

Ex. 4 - CBI

To: Bunker, Byron[bunker.byron@epa.gov]
From: Transport Topics
Sent: Tue 9/22/2015 4:05:28 PM
Subject: ATRI Survey - Nearly Half of Commercial Vehicle Drivers Wouldn't Pay for Reserved Parking:
TT Express

To view in browser, [Click here.](#)

September 22, 2015

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IN THIS ISSUE:

- [ATRI Survey: Nearly Half of Commercial Vehicle Drivers Wouldn't Pay for Reserved Parking](#)
- [Capitol Agenda for the Week of Sept. 22: A Matter of Priorities](#)
- [Peloton On-Highway Platooning Test to Take Place in Texas](#)
- [And more...](#)

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THIS NEWSLETTER SPONSORED BY:

ATRI Survey: Nearly Half of Commercial Vehicle Drivers Wouldn't Pay for Reserved Parking

Nearly half of commercial vehicle drivers participating in a survey said they would refuse to pay for reserved parking, according to new American Transportation Research Institute research.

Capitol Agenda for the Week of Sept. 22: A Matter of Priorities

Scott Darling has not yet been confirmed as the new head of the Federal Motor Carrier Safety Administration, but we do now know what his priorities as the acting chief are for the rest of this year. Here's what is ahead for trucking this week on Capitol Hill.

Peloton On-Highway Platooning Test to Take Place in Texas

ORLANDO, Fla. - An executive at Peloton Technology said Texas is where the initial on-highway tests of the company's platooning system will take place next year.

This week's cartoon: "Good Luck At SuperTech"

Scroll down for more stories.

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Georgia Truck Association, Carriers Sue Over Local Fuel Sales Tax

The Georgia Motor Truck Association and three carriers have filed a class action lawsuit against the state Department of Revenue alleging that a new law allowing cities and counties to impose a 1% per-gallon fuel sales tax is unconstitutional.

Omnitracs Executive Optimistic About FMCSA Final Rule on ELDs Will Address Industry Concerns

ORLANDO, Fla. - An executive with Omnitracs said he is optimistic the federal government's final rule on the mandatory use of electronic logging devices will address concerns previously raised by the trucking industry.

National Diesel Average Drops to Lowest Level Since June 2009

The average price of diesel fuel in the United States declined to the lowest level since June 2009, the Department of Energy reported Sept. 21.

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Exel's Transportation Solutions Simplify Lives

Exel provides fully integrated transportation solutions tailored to its customers' supply chain networks. With dedicated fleet, managed transportation and freight brokerage solutions that simplify customers' lives by providing services totally integrated to their supply chain networks, Exel manages all levels of complexity and modes of transportation. Also offering warehousing and other value-added services, Exel's capabilities are unmatched by any competitor.

[Click here to view Transport Topics' Industry Events Calendar](#)

More News Below

Volkswagen Scandal Harkens Back to Truck Engine Makers' 1998 Battle With EPA

The U.S. Environmental Protection Agency said Volkswagen cheated on air-pollution rules for its diesel cars with a defeat device, reminiscent of 1998 when heavy-duty truck manufacturers were doing the same thing.

TMC SuperTech Gets Under Way in Orlando

The 11th annual TMC SuperTech competition is under way in Orlando, Florida, with 145 truck technicians vying for the title of Grand Champion.

Help, Drivewyze Add Electronic Prescreening Sites

Heavy-duty truck electronic prescreening and clearance networks Help Inc., which relies on transponders, and Drivewyze Inc., which uses mobile devices, announced additional sites across the country.

Span Alaska Cites LTL Freight Forwarding in Purchase of Pacific Alaska Freightways
Freight forwarder Span Alaska Transportation has acquired transportation services provider Pacific Alaska Freightways, creating what Span Alaska termed the largest less-than-truckload freight forwarder serving Alaska.

More News Below

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More Business Awaits if Intermodal Service Improves Further

FORT LAUDERDALE, Fla. - Railroads have made progress in improving service quality this year, compared with last year's delay-plagued operations, but they will have to keep improving to win more business from customers, shippers said.

N.Y., N.J. Ask US to Pay Half of \$20 Billion Rail Tunnel

Govs. Chris Christie of New Jersey and Andrew Cuomo of New York want the federal government to pay half of a \$20 billion commuter rail tunnel under the Hudson River.

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[IronPlanet Raises \\$55 Million in Funding](#)

Online truck auction company IronPlanet said it closed a \$55 million senior secured credit facility that was used to pay off a loan and provide growth funding.

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To: Pidgeon, Bill[pidgeon.bill@epa.gov]
From: SAE Member Connection
Sent: Mon 9/14/2015 9:41:45 AM
Subject: Open Forum Digest for Sunday September 13, 2015

Open Forum

Post New Message

Sep 13, 2015

started 3 days ago, Lindsay Silver (17 replies)

The STEM crisis--your thoughts?

If I agree with the comment "check out the... James Breneman

started 9 days ago, Barry Duffin (7 replies)

CA Senate Bill 350 will destroy the automotive industry

If you did or did not like the last, then you... Robert Gruszczynski

started 15 days ago, Richard Gilbert (21
replies)

Why Old People Drive into Shops

3Richard, I find your suggestion of...

Richard Dafforn

top

next

1. Re: The STEM crisis--your thoughts?

<u>Reply</u>	<u>Reply</u>
<u>to</u>	<u>to</u>
<u>Group</u>	<u>Sender</u>

James Breneman

|

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2. Re: CA Senate Bill 350 will destroy the automotive industry

[Reply](#)

[to](#)

[Group](#)

[Reply](#)

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[Sender](#)

—
Robert Gruszczynski

<http://www.sacbee.com/news/politics->

[government/capitol-alert/article34802526.html](#)

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[Recommend](#) [Forward](#) [Flag as](#)
[Inappropriate](#)

Original Message:

Sent: 09-10-2015 08:00

From: Robert Gruszczynski

Subject: CA Senate Bill 350 will destroy
the automotive industry

Mark Twain's "the report of my death was an exaggeration. " comes to mind...

Remarks by Senate President pro
Tempore Kevin de León at a Press
Conference on SB 350

and if you want to cut to the chase:

"...agreed to amend SB 350 to remove the petroleum section and move forward with the other two sections..."

Robert Gruszczynski
OBD Communication Expert
Volkswagen of America
Willis MI

[top](#)

[previous](#)

3. Re: Why Old People Drive into Shops

[Reply](#)

[to](#)

[Group](#)

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Richard Dafforn

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|



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To: Pidgeon, Bill[pidgeon.bill@epa.gov]
From: SAE Member Connection
Sent: Sat 9/12/2015 9:46:16 AM
Subject: Open Forum Digest for Friday September 11, 2015

Open Forum

Post New Message

Sep 11, 2015

started yesterday, Matt Creech (1 reply)

Amazing Opportunity for Students:
Travel Assistance Program for
Research or Industry Placements
Abroad!

1Anything like this for old farts? Jerry Alcone

started yesterday, Lindsay Silver (9 replies)

The STEM crisis--your thoughts?

2To amplify there is no stem crisis, more...

Jerry Alcone

3Good article, but the issue is always the same William McClung

4The STEM shortage is a manufactured one here in... Peter Gross

5Agree, people that make good engineers are smart... Jerry Alcone

6To promote interest in STEM, we need to... Peter Curless

7It's important to understand that "highly...
Michael Czajka

8I agree with Peter Curless. I attended a magnet... Emmanuel Jay Manuel

9From my perspective as a young working engineer... Timothy Spath

started yesterday, Edward Forrest (6 replies)

Hot Rodders...engineers of all types!!

10remember George Tripplet running one of these... Peter Gross

1 Thank you, Jerry...I admire your background and... Edward Forrest

1 Hello, Peter...my immense joy was picking on... Edward Forrest

1 Since at least 1989, GM, Ford, and Chrysler mini... Peter Vorum

1 Yea my S10 has a version of that seems to work... Jerry Alcone
started 2 days ago, Pete Garcia (1 reply)

Holley Hydramat, Fuel Pickup - Underlaying physics, theory?

1 Thanks Pete for bringing this to everyone's... Jerry Alcone
started 5 days ago, Jerry Alcone (16 replies)

A real design challenge

1 Again, I am not interested in why we are having... Jerry Alcone

1 Figure out the commercial link to volume CCS and... Rick Kerner

started 7 days ago, Barry Duffin (5 replies)

CA Senate Bill 350 will destroy the automotive industry

18Dollar Democracy has spoken again.

Jerry Alcone

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1. Re: Amazing Opportunity for Students: Travel Assistance Program for Research or Industry Placements Abroad!

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www.YourFutureInAutomotive.com/travelbursary

About FISITA: FISITA is the umbrella organization for the national automotive societies around the world. FISITA is a network of professional member societies representing over 190,000 automotive engineers. Their goal is to provide a forum for dialogue amongst these engineers, as well as industry, government, academia, environmental and standards organizations. SAE International is a member of FISITA.

Matt Creech

Business Unit Leader - Membership
SAE International
Troy MI

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2. Re: The STEM crisis--your thoughts?

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3. Re: The STEM crisis--your thoughts?

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William McClung

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4. Re: The STEM crisis--your thoughts?

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Peter Gross

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this article from
MOMENTUM yesterday, covering SAE's
initiatives to grow interest in STEM
topics among young people. As most of

you probably know, if current trends continue, the shortage of highly-skilled workers in the U.S. will only get worse. It's imperative that we get more young men and women excited about technology engineering, math, and science.

I'd love to hear your thoughts on this issue. What got you interested in engineering? How do you think we can grow interest in young people?

Thanks for your thoughts!

Lindsay Silver
Community Manager
SAE International

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5. Re: The STEM crisis--your thoughts?

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6. Re: The STEM crisis--your thoughts?

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7. Re: The STEM crisis--your thoughts?

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Michael Czajka

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this article from MOMENTUM yesterday, covering SAE's initiatives to grow interest in STEM topics among young people. As most of you probably know, if current trends continue, the shortage of highly-skilled workers in the U.S. will only get worse. It's imperative that we get more young men and women excited about technology engineering, math, and science.

I'd love to hear your thoughts on this issue. What got you interested in engineering? How do you think we can grow interest in young people?

Thanks for your thoughts!

Lindsay Silver
Community Manager
SAE International

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8. Re: The STEM crisis--your thoughts?

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Emmanuel Jay Manuel

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9. Re: The STEM crisis--your thoughts?

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Sep 11, 2015 10:31 AM
Timothy Spath

From my perspective as a young working engineer that came of age during the recession, despite the earlier comments in this thread, pay and job security definitely are perks to entering engineering. Many of my friends with other degrees (or no degrees) are still struggling to find work or underemployed while most of my engineering friends are pretty comfortable. I could go into more detail on that, but I think the intent of this conversation was to get an idea of things that SAE can influence to encourage young people to pursue STEM careers.

For me the biggest factors in pursuing an

engineering career were probably having many relatives who were engineers and my parent's encouragement to spend my time with activities that were mentally engaging. There are still a couple of boat motors that I took apart and did not put together floating around their home. Rather than videogames I was encouraged and supported into model aviation which was a fun outdoors activity that was also educational.

The only STEM outreach program I participated in was Science Olympiad which was a great learning experience that I pursued because I already had a love of science based on books, toys and conversations I had before joining that program. I think that holds true for most participants, I would expect that a very small portion of students that join Science

Olympiad discover a love of science, because most of them probably already have that interest, or they wouldn't join one of the least cool clubs in school. I would bet that's also true for other STEM programs like FIRST Robotics. I want to be clear that I don't mean to belittle those programs. I think they are important to keep young people interested in STEM and help them to learn and stay hooked through their school years, but I think there is an unfulfilled need for programs that market science and engineering to kids that don't have an existing interest.

I think something that could help generate interest in STEM for kids that don't have much initial exposure outside the standard K-12 education would be a program to link a child's life experience to engineering in easily comprehensible

ways. For example, a guest speaker that helps kids understand what different systems in a car do, how Xbox Kinect works or how bicycles are made could establish a link between engineering and what kids see as the “real world.” After building that connection the speaker could use their platform to plug programs like FIRST or Science Olympiad as great ways to learn real world skills that aren’t limited to flying rubber band powered airplanes or pushing beach balls around an arena.

Timothy Spath
Controls Engineer
Bendix Commercial Vehicle Systems
LLC
Elyria OH

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Original Message:

Sent: 09-11-2015 07:48

From: Jerry Alcone

Subject: The STEM crisis--your thoughts?

Agree, people that make good engineers are smart. Smart people chose jobs where they get paid a lot. If you don't understand you are not an engineer

Jerry Alcone

Retired
Albuquerque NM

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10 [Re: Hot Rodders...engineers of all types!!](#)

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11 Re: Hot Rodders...engineers of all
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12 Re: Hot Rodders...engineers of all
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13 Re: Hot Rodders...engineers of all types!!

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Sep 11, 2015 12:04 PM
Peter Vorum

Since at least 1989, GM, Ford, and Chrysler mini-van exhaust systems have had a hook sticking off of the frame; a rubber mount with 2 holes in it; and a hook sticking off of the muffler, converter, or tail pipe, to soft mount the exhaust system.

Peter Vorum
Fairborn OH

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Original Message:

Sent: 09-10-2015 08:09

From: Edward Forrest

Subject: Hot Rodders...engineers of all types!!

Well...the IT-A AMC-Spirit-GT sits high on jack stands. The straight-pipe is on the wall and the stainless steel headers (circa 1995...thanks, Jeep) look business like. AMC was rather creative, I learned by "hunt and peck" through the local "PullaPart". The downpipe fits nicely under the frame of the 1981 car...that Walker claims fits the 1995 Jeep Cherokee!

Pipe is snug to the unibody...and...get this...hanging at the end of it is a l-o-v-e-l-y 31" Thrush glasspack.

OK...before I finish this...and remember this is mostly for the benefit of my wife and the neighbors...I need to be pointed in the right direction. (The only cars I ever built were "race cars" so some of these things just didn't matter!!)

1.) Know that the engine is on solid mounts and there is also a stabilizer bar to accommodate torque from the ++4.2 litre engine.

Having said that...in general...does an exhaust system "float" when it is mounted in a contemporary car? That is...with engine movement...does the exhaust system also move? Do I worry about the pipes being "too tight"...I guess at this point...why, huh?

(If I mount it too tightly against the floor board...but then...there is no seat there anyway. Maybe blister paint. Is there a replacement...for asbestos!!??)

2.) Weld the Thrush...or...clamp it with one of those \$9.95 clamps and gaskets? Being a chemical guy (also fiber optics) I am always intrigued with some of the things that are on the market other than a welding rod!!

Thanks...can't wait to hear the Thrush!! Amazing they are still available...and for \$22.00...what a blast!

3.) I just might get a plate for this thing and take it for a ride...

ed

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14 Re: Hot Rodders...engineers of all
types!!

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Jerry Alcone

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15 Re: Holley Hydramat, Fuel Pickup - Underlaying physics, theory?

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Jerry Alcone

Thanks Pete for bringing this to everyone's attention. A neat idea. Re your question, I would assume the fluid viscosity would drive the dimension (diameter) of the "filter" media pores.

My concern is that you really don't want it to be a filter unless it can be easily cleaned or is cheap to replace.

Jerry Alcone
Retired
Albuquerque NM

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Original Message:

Sent: 09-09-2015 11:51

From: Pete Garcia

Subject: Holley Hydramat, Fuel Pickup - Underlaying physics, theory?

Hello All,

I have been thinking about Holley's Hydramat design for a few weeks now and I'm hoping for some knowledgeable commentary about how it works. I've heard of a surface tension fuel pickup for aircraft fuels but it looks like Holley has applied this design for automotive EFI fuel tanks.

Holley Debuts New HydraMat Fuel Reservoir

My question - is this type of filter pickup only for 'fuel' type liquids (very low viscosity). If viscosity is the only property hinging on the surface tension and wicking properties of the filter media, what is the limit? Is ULV ATF or gear oil a possibility?

Thanks!

Pete

Pete Garcia
Lead Engineer - Transmission
General Motors Co
North Branch MI

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16Re: A real design challenge

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Jerry Alcone

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17Re: A real design challenge

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Rick Kerner

Clean Coal Technologies | Carbon
Capture and Storage | CCS

Clean Coal Technologies | Carbon Capture and Storage | CCS

(Updated August 2015) Coal is a vital fuel in most parts of the world. Burning coal without adding to global carbon dioxide levels is a major technological challenge which is being addressed. The most promising 'clean coal' technology involves using the coal to make hydrogen from water, then burying the resultant carbon dioxide by-product and burning the hydrogen.

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Rick Kerner Principal Engineer
KTO Solutions LLC
Sunburg, MN
rick.kerner@ktosolutions.com

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18 [Re: CA Senate Bill 350 will destroy the](#)
[automotive industry](#)

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Jerry Alcone

Dollar Democracy has spoken again.

Jerry Alcone
Retired
Albuquerque NM

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Original Message:

Sent: 09-10-2015 08:00

From: Robert Gruszczynski

Subject: CA Senate Bill 350 will destroy
the automotive industry

Mark Twain's "the report of my death was

an exaggeration. " comes to mind...

Remarks by Senate President pro
Tempore Kevin de León at a Press
Conference on SB 350

and if you want to cut to the chase:

"...agreed to amend SB 350 to remove the petroleum section and move forward with the other two sections..."

Robert Gruszczynski
OBD Communication Expert
Volkswagen of America
Willis MI

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pidgeon.bill@epa.gov. To change your
subscriptions, go to [My Subscriptions](#). To
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discussion, go to [Unsubscribe](#).

To: Pidgeon, Bill[pidgeon.bill@epa.gov]
From: SAE Member Connection
Sent: Fri 9/11/2015 9:44:39 AM
Subject: Open Forum Digest for Thursday September 10, 2015

Open Forum

Post New Message

Sep 10, 2015

started 14 hours ago, Matt Creech (0 replies)

Amazing Opportunity for Students:
Travel Assistance Program for
Research or Industry Placements
Abroad!

1The International Federation of
Automotive... □ Matt Creech

started 16 hours ago, Lindsay Silver (1 reply)

The STEM crisis--your thoughts?

2Hi everyone, We posted this article <
Lindsay Silver

3Pay is a very powerful incentive. Jerry
Alcone

started 20 hours ago, Edward Forrest (1
reply)

Hot Rodders...engineers of all types!!

4Well...the IT-A AMC-Spirit-GT sits high
on jack... Edward Forrest

5You have an awesome project. If you are
going... Jerry Alcone

started 3 days ago, Harold Clyde (3
replies)

Halogen bulb failure modes

6Message Newel Stephens

started 4 days ago, Jerry Alcone (14
replies)

A real design challenge

7Anybody that claims to be certain about

climate... Ray Kremer

8 Steven, There is nothing to update...

Dennis Roitt

9 Steven, I followed your link to your...

Dennis Roitt

started 6 days ago, Barry Duffin (4
replies)

**CA Senate Bill 350 will destroy the
automotive industry**

10 Mark Twain's "the report of my death
was an... Robert Gruszczynski

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1. Amazing Opportunity for Students:
Travel Assistance Program for Research
or Industry Placements Abroad!

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Reply

_ Sep 10, 2015 2:17 PM

Matt Creech

■ Amazing Opportunity for Students: Travel Assistance Program for Research or Industry Placements Abroad!

The International Federation of Automotive Engineering Societies (FISITA) has a Travel Bursary program available that is designed to encourage more students to explore not only automotive engineering as a viable career path, but also to get them to engage with the industry on a global level. The program has grown year over the years and proven itself to be a valuable way of encouraging young people to engage with and join professional engineering societies.

The FISITA Travel Bursary offers funding for qualifying students that are taking part in industry or research placements around the world. Not only does FISITA provide students with financial assistance for their once in a lifetime trip, they also encourage them to work as hard as they can at their placements and immerse themselves in the local culture of their destination. FISITA has awarded bursaries to students from all over the world, ranging from Korea to Canada.

The deadline for the FISITA Travel Bursary is October 31, 2015, for students on placement between November 2015 and March 2016.

To be eligible to apply for FISITA Travel

Bursary a student must:

- * Be studying engineering at an undergraduate or postgraduate level at a recognized college or university
- * Have arranged an industry or research placement in an automotive company or organization overseas
- * Be a member of SAE International or another FISITA member society

More information can be found at:

www.YourFutureInAutomotive.com/travelbursary

About FISITA: FISITA is the umbrella organization for the national automotive societies around the world. FISITA is a network of professional member societies

representing over 190,000 automotive engineers. Their goal is to provide a forum for dialogue amongst these engineers, as well as industry, government, academia, environmental and standards organizations. SAE International is a member of FISITA.

Matt Creech
Business Unit Leader - Membership
SAE International
Troy MI

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2. The STEM crisis--your thoughts?

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3. Re: The STEM crisis--your thoughts?

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Original Message:

Sent: 09-10-2015 12:15

From: Lindsay Silver

Subject: The STEM crisis--your thoughts?

Hi everyone,

We posted this article from MOMENTUM yesterday, covering SAE's initiatives to grow interest in STEM topics among young people. As most of you probably know, if current trends continue, the shortage of highly-skilled workers in the U.S. will only get worse. It's imperative that we get more young men and women excited about technology engineering, math, and science.

I'd love to hear your thoughts on this issue. What got you interested in engineering? How do you think we can grow interest in young people?

Thanks for your thoughts!

Lindsay Silver
Community Manager
SAE International

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4. Hot Rodders...engineers of all types!!

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Sep 10, 2015 8:10 AM
Edward Forrest

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Pipe is snug to the unibody...and...get this...hanging at the end of it is a l-o-v-e-l-y 31" Thrush glasspack. OK...before I finish this...and remember this is mostly for the benefit of

my wife and the neighbors...I
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(The only cars I ever built
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1.) Know that the engine is on solid
mounts and there is also a stabilizer
bar to accomodate torque from the ++4.2
litre engine.

Having said that...in general...does an
exhaust system "float" when it is
mounted in a contemporary car? That
is...with engine movement...does the
exhaust system also move? Do I worry
about the pipes being "too
tight"...I guess at this point...why, huh?

(If I mount it too tightly against the floor
board...but then...there is no

seat there anyway. Maybe blister paint. Is there a replacement...for asbestos!!??)

2.) Weld the Thrush...or...clamp it with one of those \$9.95 clamps and gaskets? Being a chemical guy (also fiber optics) I am always intrigued with some of the things that are on the market other than a welding rod!!

Thanks...can't wait to hear the Thrush!! Amazing they are still available...and for \$22.00...what a blast!

3.) I just might get a plate for this thing and take it for a ride...

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5. Re: Hot Rodders...engineers of all types!!

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Jerry Alcone

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6. Re: Halogen bulb failure modes

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Group

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to
Sender

Newel Stephens

Newel Stephens
Principal Optical Engineer
Honeywell Aerospace
Urbana OH

The bulb manufacturers used to publish summaries of such material in the front of their catalogs. Now that they have all gone online, it is harder to find that kind of information. Here is a link to one document I found:

<https://assets.sylvania.com/assets/Documents/950e-4995-a67e-ceddfc343c65.pdf>

<http://www.lrc.rpi.edu/>

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Original Message:

Sent: 09-07-2015 09:19

From: Harold Clyde

Subject: Halogen bulb failure modes

Does anyone know of technical literature on the failure modes of halogen bulbs? In particular I am looking for the effect of contaminants on the glass bulbs. This would be fingerprints, salts, grease, etc..., and/or the effect of usage and age on the glass structure.

Published articles in SAE, ASME, textbooks, other professional journals or publication is what I am searching for.

Thanks for the input.

Harold Clyde

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7. Re: A real design challenge

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Sep 10, 2015 12:20 PM
Ray Kremer

Anybody that claims to be certain about climate change is more concerned with the policy changes they can push through using it as a justification than they are about proper peer reviewed science. This kind of subject is especially difficult because reproducible experimentation is impossible, and we don't know how much we don't know about all the factors that contribute to our very complex atmospheric systems.

And frankly there are a lot of people eager to push through certain policies using any justification they can get their hands on, even incomplete science, as

long as it helps them sell it to the public.

The global climate has been changing all on its own long before the internal combustion engine was around. Among non-politically motivated scientists, the jury is still out on whether man-made effects are negligible compared to natural effects, or vice versa, or something in-between.

Ray Kremer
Manager
Stellar Solutions
McHenry IL

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Original Message:
Sent: 09-06-2015 09:29
From: Jerry Alcone
Subject: A real design challenge

How can we start to correct the atmosphere to mitigate climate change?

What needs to be removed?

How do we remove it?

What can we do with it when we remove it?

How can we make a profit while removing it?

Example - remove CO₂, liquify and use it

for fracking instead of water based approach. I have no idea if this would even remotely stand a chance of working but you get the idea.

Keep your IP and make a fortune

Jerry Alcone
Retired
Albuquerque NM

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8. Re: A real design challenge

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Sep 10, 2015 3:07 PM

Dennis Roitt

Steven,

There is nothing to update concerning the last Solar Minima. It is in the past now and in the records. Earth got colder, now warming up again. Comment?

You assert that July was the warmest global temperature on record. What does that prove? Mars is warmer too. Taking a temperature does not reveal the mechanism behind it. I don't need to update the dust bowl either. It happened already, it was recorded and involved the hottest summer in US history. Do you know of a hotter one? Can you explain Mars?

Many of the "Climate Scientists" were discredited in the UN e-mail scandal (Climate-gate) for making up fictitious numbers. Many others, feel that the man made contributions are not that significant. Notice that I am not saying negligible but significant. The founder of the Weather Channel is furious that global warming activists have "highjacked it" (sic). Where does "98%" come from?

And regarding the timeline of the planet, we are very cold right now. Beneath the snow and ice in Antarctica are tropical plants. All of this carbon we are afraid of was in the air long before it was trapped in coal and oil.

I do agree that we cannot and should not

do the unsustainable. But lets proceed with reason, caution and a longer view. I have an organic farm because I think it is unsustainable and unhealthy that we dump over one billion pounds of pesticide onto our farm fields in the US, every year! I am more worried about the fact that every drop of drinking water in the United States has some level of pesticide in it than I am about cabon dioxide, which I breathe out every few seconds. Or the explosion of Autism, diabetes, ADHD, asthma and allergies among our children to unprecedeted levels.

Now there is a design challenge!

Dennis Roitt
Associate Engineer-Design
Oshkosh Corporation

OSHKOSH WI

Dennis Roitt
Associate Engineer-Design
Oshkosh Corporation
OSHKOSH WI

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[9. Re: A real design challenge](#)

Sep 10, 2015 3:34 PM

Dennis Roitt

Steven,

I followed your link to your reliable information and Whoa! We DO NOT have a 136 year record of global temperature. Real, true and reliable global temperatures were not available until NASA launched weather satellites. Before then we had weather stations. We did not have them in places that were hard to get to. Some stations started in an isolated field, but through the years cities grew up around them and corrupted their data. Some have good data, but not of the quality and coverage needed to construct

global temperatures previous to satellites. Ocean temperature is a huge part of our climate and no one manned a weather station in the ocean! So ocean temperatures previous to satellites are only theoretical.

But even at that, who denies that the Earth is warming up? Several thousand years late to that party!

(As for me, I am looking forward to the El Nino winter this year.)

Dennis Roitt
Associate Engineer-Design
Oshkosh Corporation
OSHKOSH WI

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Original Message:

Sent: 09-10-2015 15:06

From: Dennis Roitt

Subject: A real design challenge

Steven,

There is nothing to update concerning the last Solar Minima. It is in the past now and in the records. Earth got colder, now warming up again. Comment?

You assert that July was the warmest global temperature on record. What does that prove? Mars is warmer too. Taking a temperature does not reveal the

mechanism behind it. I don't need to update the dust bowl either. It happened already, it was recorded and involved the hottest summer in US history. Do you know of a hotter one? Can you explain Mars?

Many of the "Climate Scientists" were discredited in the UN e-mail scandal (Climate-gate) for making up fictitious numbers. Many others, feel that the man made contributions are not that significant. Notice that I am not saying negligible but significant. The founder of the Weather Channel is furious that global warming activists have "highjacked it" (sic). Where does "98%" come from?

And regarding the timeline of the planet, we are very cold right now. Beneath the

snow and ice in Antarctica are tropical plants. All of this carbon we are afraid of was in the air long before it was trapped in coal and oil.

I do agree that we cannot and should not do the unsustainable. But lets proceed with reason, caution and a longer view. I have an organic farm because I think it is unsustainable and unhealthy that we dump over one billion pounds of pesticide onto our farm fields in the US, every year! I am more worried about the fact that every drop of drinking water in the United States has some level of pesticide in it than I am about cabon dioxide, which I breathe out every few seconds. Or the explosion of Autism, diabetes, ADHD, asthma and allergies among our children to unprecedeted levels.

Now there is a design challenge!

Dennis Roitt
Associate Engineer-Design
Oshkosh Corporation
OSHKOSH WI

Dennis Roitt
Associate Engineer-Design
Oshkosh Corporation
OSHKOSH WI

Re: ~~GA~~ Senate Bill 350 will destroy the
automotive industry

- Sep 10, 2015 8:01 AM

Robert Gruszczynski

Mark Twain's "the report of my death was an exaggeration. " comes to mind...

Remarks by Senate President pro
Tempore Kevin de León at a Press
Conference on SB 350

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Original Message:

Sent: 09-05-2015 08:26

From: Jim Lawrence

Subject: CA Senate Bill 350 will destroy
the automotive industry

Like most of the California initiatives, it
will not destroy the automotive industry.

You will just pay for the technology. Power of the pen may transfer from the emotional electorate to the clueless employees as has in the past. You already pay more for electricity since closing the power plants and purchasing out of state electricity. Maybe it is time to revisit the past and learn from history. Lets pick up our guitar, dress in colorful clothes and sing while standing on the corner of Haight and Ashbury.

Jim Lawrence
Retired
Summerfield NC

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To: Pidgeon, Bill[pidgeon.bill@epa.gov]
From: SAE Member Connection
Sent: Thur 9/3/2015 10:04:42 AM
Subject: Open Forum Digest for Wednesday September 2, 2015

Open Forum

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Sep 2, 2015

started 2 days ago, Peter Gross (10 replies)

OBD Data monitoring Dingles

1As noted in the thread pointed out by Jerry: ... Robert Gruszczynski

2As your movements can already be tracked by your... E Timothy Pawl

started 2 days ago, William Novacek (5 replies)

Ductile Iron Casting

3In a former life I cast a lot of iron for

pump... Edward Blessman

4Ductile Iron is also called Gray or Grey Iron Peter Vorum

started 4 days ago, Richard Gilbert (19 replies)

Why Old People Drive into Shops

5What happens when you accidentally bump this... Steven Gillespie

6Hello, Jerry Thank you for replying to my... Stephen Robertson

7I would suggest that the smart pedal connect a... Jerry Alcone

started 6 days ago, Jerry Alcone (21 replies)

Reducing under hood temperatures

8Jerry Do not try to use the wheel to pump... Gregory Green

9Thanks Gregory I was thinking of pumping air out... Jerry Alcone

started 6 days ago, Serdar Uckun (7 replies)

Shackle Load Monitoring Design Challenge

1 What is an "inverting tube" in this context? ... William Coltharp

top

next

1. Re: OBD Data monitoring Dingles

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Robert Gruszczynski

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<http://boston.cbslocal.com/2015/05/18/i-team-drivers-say-insurance-device-put-them-in-danger-on-the-road/>

<http://www.kirotv.com/news/news/americas-family-insurance-recalls-vehicle-usage-mo/ngfp4/>

<http://www.theverge.com/2015/8/11/9130277/hack-corvette-brakes-insurance-dongle>

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2. Re: OBD Data monitoring Dingles

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E Timothy Pawl

As your movements can already be tracked by your cell phone. The solution to protecting your freedom from tracking is to purchase a vehicle from time frame before onboard computers, and leave your cell phone at home. Certain European cities have introduced laws to eliminate cars older than 9 years old, in the name of reduced pollution and improved fuel economy, but it also means *allowing* only vehicles that can be tracked and electronically disabled. Is the proposed introduction of higher ethanol percentage fuels, which play havoc on older vehicles fuel systems, another way any government can try to eliminate the non-trackable types of vehicles? Your "Freedom of Movement" is one of the rights implied by the original creation of

the United States, that you could move about the continent without requiring passport from state to state. We hear a lot of rhetoric about "Gun Control", but we need to hear about "Car Control", our right to drive cars. Beware of anyone who wants to take away your right to drive your "Antique car".

E Timothy Pawl

West Bloomfield MI

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3. Re: Ductile Iron Casting

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Edward Blessman

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4. Re: Ductile Iron Casting

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Peter Vorum

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5. Re: Why Old People Drive into Shops

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Steven Gillespie

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6. Re: Why Old People Drive into Shops

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Stephen Robertson

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7. Re: Why Old People Drive into Shops

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Jerry Alcone

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8. Re: Reducing under hood temperatures

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Gregory Green

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9. Re: Reducing under hood temperatures

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10 [Re: Shackle Load Monitoring Design](#)
[Challenge](#)

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William Coltharp

What is an "inverting tube" in this context?

William Coltharp

President

Coltharp Engineering Associates Inc
Austin TX

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From: SAE Member Connection
Sent: Sat 8/29/2015 9:38:59 AM
Subject: Open Forum Digest for Friday August 28, 2015

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Aug 28, 2015

started yesterday, Jerry Alcone (9 replies)

Reducing under hood temperatures

1Get the exhaust manifolds ceramic coated. It'll... Patrick Jennings

2It is an interesting issue. I work with the SAE... Nathan Taylor

3Good point on cowl induction, I will survey... Jerry Alcone

4Yea I have noticed that many of latest models... Jerry Alcone

5Jerry - It's probably not a good idea to mess... Duane Abata

6I must respectfully disagree. OEM engineers are... □ Jerry Alcone

7Keep in mind people, that Jerry is in New Mexico... Christopher Sheridan-Bebeau

8I recommend against removing the seal at the... Matthew Bartlett

9Matthew good points I am racking my brain on how... Jerry Alcone
started yesterday, Serdar Uckun (3 replies)

Shackle Load Monitoring Design Challenge

10Message Edward Fontana

11I don't think the soft shackle is what Sedar... Jerry Alcone
started 2 days ago, Jerry Alcone (9 replies)

plastic design

12What ever happened to "break all sharp

edges" 5... Jerry Alcone

lBerry, As an industrial designer who has...

John Wanberg

started 2 days ago, William Lin (4 replies)

Insurance company's device for "driving skill" assessment

1William part of my job is to test any
devices... Robert Gruszczynski

started 4 days ago, Jerry Alcone (18
replies)

Help! my 2002 S10 eats Right Rear turn signal bulbs

1Jerry, I also had this problem on a
vehicle.... Arthur Cortellucci

1Ghanks Arthur I'm lining up my emery
paper and... Jerry Alcone

1Well Jerry, looks like the responses
favor... Jim Lawrence

1Ha Ha why bleass mah soul, yu myut bea
riute. I... Jerry Alcone

started 4 days ago, Jerry Alcone (4 replies)

Your favorite story about non-technical types over ruling engineering decisions for cost or schedule reasons.

1Ralph, I agree the Hyatt failure was not...

Daniel Rauchholz

started one month ago, Lindsay Silver (4 replies)

Haven't uploaded a profile photo yet? Get to it--and maybe win something!

2Happy Friday to these smiling faces:

Anil... Lindsay Silver

started 2 months ago, Lindsay Silver (76 replies)

Introduce yourself here.

2Hello My Name is Greg Pfahl, I am an Engineer at... Gregory Pfahl

2Hello The name given to me is Lucciano. I... Lucciano Diaz

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1. Re: Reducing under hood temperatures

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Patrick Jennings

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2. Re: Reducing under hood temperatures

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Nathan Taylor

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3. [Re: Reducing under hood temperatures](#)

Aug 28, 2015 8:27 AM

Jerry Alcone

Good point on cowl induction, I will survey pressure across cowl and see if I can get away with venting at the sides, won't yield as much area, but might work.

I built a cowl induction for my 93 Silverado and it vents at sides while breathing across middle (about 75% of width), really perked up the 60 to 80 mph time.

Jerry Alcone
Retired
Albuquerque NM

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4. Re: Reducing under hood temperatures

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5.

- Aug 28, 2015 10:23 AM

Duane Abata

Jerry - It's probably not a good idea to mess with air flow under the hood or insulate components. I agree that components become a bit warm but the air flow and heat transfer are well thought out in the design process. The seal is there for a reason, otherwise the manufacturer would save a few dollars per unit and just leave it out. The seal prevents air from bypassing the engine compartment. With the seal, flow must move downward rather than vent upward. Taking the hood off completely may actually cause problems at low

speeds! Heat does not necessarily destroy plastic components. Age and exposure to hydrocarbons do long term harm but they can't be avoided.

Duane Abata
Professor Mech Engrg
South Dakota School of Mines & Tech
Rapid City SD

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Re: Reducing under hood temperatures

6.

- Aug 28, 2015 10:37 AM

Jerry Alcone

■ RE: Reducing under hood temperatures

I must respectfully disagree. OEM engineers are great but bean counters and stylists rule. Seal is probably for rain and to keep vapor deposits off windshield.

Example of bean counter mentality. First thing I saw the first time I looked at S10 engine was that someone had forgot that the air inlet horn to filter box was originally designed for 2 headlight truck and when they added second head light it was now located 2 inches behind the

headlight instead of being exposed to open air stream. See attached RA data

Jerry Alcone
Retired
Albuquerque NM

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7. Re: Reducing under hood temperatures

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Aug 28, 2015 1:09 PM

Christopher Sheridan-Bebeau

Keep in mind people, that Jerry is in New Mexico where temperatures tend to get hotter than normal. GM designers back in 2001 probably designed the truck to be usable in most conditions which might not extend to a climate that consistently experiences temperatures over 100 degrees Fahrenheit every summer.

I agree with the idea to get the exhaust manifold coated, even wrapped. I also suggest a cold air induction kit to improve volumetric efficiency. I suggest against taking out that firewall gasket though. It's there to prevent dead leaves and twigs from falling into your engine compartment and starting a fire.

Christopher Sheridan-Bebeau
Graduated ME Student
Cincinnati OH

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8. Re: Reducing under hood temperatures

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Matthew Bartlett

I recommend against removing the seal at the rear of the hood.

You'll allow hot under-hood air to enter the fresh air intake in the plenum at the base of the windshield and enter the cabin.

It will increase the load on your AC, might even overwhelm the cooling capacity.

And, you'll get all those pleasant under-hood odors to enjoy while you drive.

Matt Bartlett

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9. Re: Reducing under hood temperatures

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10 [Re: Shackle Load Monitoring Design](#)
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- Aug 28, 2015 7:12 AM
Edward Fontana

http://forum.ih8mud.com/threads/southeas_overland-soft-shackles.596332/

Edward Fontana
Systems Engineer

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11Re: Shackle Load Monitoring Design Challenge

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Jerry Alcone

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[12Re: plastic design](#)

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[13Re: plastic design](#)

Aug 28, 2015 1:28 PM

John Wanberg

Jerry,

As an industrial designer who has been involved in the design of countless molded plastic parts, I can probably speak very well to this shortcoming of the plastics designs you are seeing. This problem is, indeed, very closely linked to a particular design's aesthetics, especially as they relate to the thermal coefficient of expansion of the plastics used in the design. Designers tend to be very conscientious of surface aesthetic requirements and, therefore, avoid large variations in a part's nominal wall

thickness that may cause "sink"--or visible contraction of the plastic material away from the aesthetic surface during cooling within the mold due to uneven material thicknesses in the part. This phenomenon comes into play anytime a rib, gusset, or boss is designed into the back side of an aesthetic surface, so a general guiding principle for such designs is that these features should be not be sized above 1/2 to 3/4 the nominal wall thickness of that aesthetic surface. This guideline becomes extra problematic for plastic flow in a mold when the the thickness of these features needs to be as thick as possible for strength and reinforcement purposes because additional fillets at the edges of these features end up increasing the cross-sectional area at those points and, consequently, the possibility of visible

sink on the aesthetic surface of the part. For parts with tight or sharp filleted corners at the edge of an aesthetic surface, this can also be a problem because visible sink may be caused at those corners if the inner corner has a large fillet added to it for mold flow purposes.

Where outer surface aesthetics do not play a significant role, there really is not excuse (other than the occasional issue of fitment between some components-- which is another ball of wax all together) for a plastics designer to not put sufficient fillets into the part to accommodate for proper mold flow and increased part strength.

Your dilemma is definitely one for concern, but most parts tend to be a combination of give and take in one way

or another. For parts produced with a strong aesthetics directive, mold performance and part strength often see the short end of the stick. :(

John Wanberg
Associate Professor
Metropolitan State University
Aurora CO

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Re: ~~I~~nsurance company's device for
14"driving skill" assessment

Aug 28, 2015 8:24 AM

Robert Gruszczynski

William – part of my job is to test any devices that connect to the On Board Diagnostics (OBD) port to determine if there are any detrimental effects on our vehicles. I am also a member of the SAE Committee that defines the standards that govern the operation of the port.

First, let me state that the OBD systems in vehicles were never designed for this use case. The OBD systems in vehicles are designed for a specific purpose – that is to meet emissions laws. It is possible for

uncontrolled devices to potentially disrupt such systems by:

Disrupting internal system operation

Vulnerability to outside intrusion into vehicle systems

My testing has been to attempt to be sure that such disruption does not occur in our vehicles. I have tested many devices based on their availability to me. There are literally hundreds of devices available on the market. Unfortunately, I do not have the resources to test them all. First and foremost, there are specific laws governing the data to be provided by an OBD system. There are International Standards that govern the format of the data and also govern the method of access to that data via the diagnostic connector.

My testing has been to determine how closely any of these devices comply with those standards. My findings are that most of these devices do not comply very well with the standards. Many vehicles/OEMs appear to be robust enough to not be affected by the deviations to the standards exhibited by these devices. Some other vehicle manufacturers have not been so fortunate.

<http://boston.cbslocal.com/2015/05/18/i-team-drivers-say-insurance-device-put-them-in-danger-on-the-road/>

<http://www.kirotv.com/news/news/americas-family-insurance-recalls-vehicle-usage-mo/ngfp4/>

<http://www.theverge.com/2015/8/11/9130777/hack-corvette-brakes-insurance-dongle>

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15 [Re: Help! my 2002 S10 eats Right Rear
turn signal bulbs](#)

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Arthur Cortellucci

Jerry,

I also had this problem on a vehicle. In addition to the bad ground check, I would also check for some corrosion on the contacts to the bulb and also at the plug in point for the wiring harness. Even a light corrosion will change the resistance and cause more current to flow through the bulb and shorten the life.

Another important step, after you clean these contacts, add some di-electric grease before reconnecting the plug and at the contacts at the bulb before plugging in the bulb. That should keep out any moisture and stop further corrosion.

Art Cortellucci

retired

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16 [Re: Help! my 2002 S10 eats Right Rear turn signal bulbs](#)

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17 [Re: Help! my 2002 S10 eats Right Rear
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- Aug 28, 2015 7:42 AM
Jim Lawrence

Well Jerry, looks like the responses favor vibration as possible cause. Considering speech is noise and noise is vibration, is the passenger seat normally occupied and by whom? We don't have that problem in the southeast. Thats why we talk funny down heah.

Jim Lawrence
Retired
Summerfield NC

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18 [Re: Help! my 2002 S10 eats Right Rear turn signal bulbs](#)

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19 Re: Your favorite story about non-technical types over ruling engineering decisions for cost or schedule reasons.

Aug 28, 2015 10:58 AM

Daniel Rauchholz

Ralph,

I agree the Hyatt failure was not about cost reduction -- probably more realistically schedule issues, or simple it was going to be a pain to do.

The Union Carbide disaster in Bhopal, India is another tragic example. As I understand that situation, this was a plant that was being shut down by Union Carbide. Because of this several cost cutting measures were taken / shortcuts taken. A faulty valve caused water to pour into a gas storage unit, causing a

heat build up. The coolant for that tank had been diverted to another area to save money. A safety system that would have neutralized the reaction had been turned off a few weeks earlier, because no one thought it was necessary with decreased production. The heat/pressure build up got too high for the safety systems, releasing a toxic cloud on the city.

Somewhere around 35,000 people died.

Daniel Rauchholz
NVH Manager
UGN Inc
Farmington Hills MI

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20 Re: Haven't uploaded a profile photo yet? Get to it--and maybe win something!

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Lindsay Silver

Anil Dabideen

Emmanuel Jay Manuel

Michael Skirha

Nicholas Schmidt

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21 Re: Introduce yourself here.

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Gregory Pfahl

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[22Re: Introduce yourself here.](#)

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Lucciano Diaz

Hello

The name given to me is Lucciano. I'm currently working at 18Ventures, where we build 1 venture in 7 days 18 times, or 18 ventures in 18 weeks. I'm also building a nuclear fusion reactor on my garage, and doing some research on how to extract nitrogen from the air we breath.

Thank you.

Nice to meet you all !

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Aug 26, 2015

started 19 hours ago, Jerry Alcone (0 replies)

plastic design

1Why do plastic part designers design stuff with... Jerry Alcone

started 22 hours ago, William Lin (1 reply)

Insurance company's device for "driving skill" assessment

2Some time ago there was a mention in the

SAE... William Lin

3Talk about big brother, I have seen the ads for... Jerry Alcone started yesterday, Yuzhen Yang (7 replies)

Does anyone has a program of any type to convert accelerometer measurement to strain?

4If possible I would always use strain... Philip Stunell

5Thanks Phillip, I am not a structures guy and I... Jerry Alcone

6Yuzhen, On big equipment, the name of the... Rick Kerner

7I wold suggest an approach where you both meet... Bernard Challen

8Great idea, stain gauges installation in the... Jerry Alcone

started 2 days ago, Jerry Alcone (14 replies)

Help! my 2002 S10 eats Right Rear turn

signal bulbs

9Thanks William, no trailer harness, no moisture... Jerry Alcone

10Often failures like this are caused by either... Donald Johnson

11Mr. Alcone, It seems like the bulb-to...
Troy Matthews

12Thanks Troy I will investigate per your...
Jerry Alcone

started 2 days ago, Jerry Alcone (2 replies)

Your favorite story about non-technical types over ruling engineering decisions for cost or schedule reasons.

13would say the collapse of the catwalk at the... Daniel Rauchholz

started 2 months ago, Jerry Alcone (57 replies)

Electronic Content in Modern Cars

14Precisely, the OEM's are stuck in what I call... Jerry Alcone

1Wade is spot on. Jerry, you can't check
the box... Robert Gruszczynski

1It seems to me that people sometimes
think that... Dennis Roitt

1Wouldn't it be neat if they spent the \$ and
time... Jerry Alcone

started 2 months ago, Lindsay Silver (73
replies)

Introduce yourself here.

1Hello everybody. I'm Claudio Schellino
R&D... Claudio Schellino

1Hi, I'm Lawrence Driscoll. An SAE
member... Lawrence Driscoll

2Hello, Everyone I'm a Product Manager
for... Adam Burnett

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1.

Aug 26, 2015 9:30 AM
Jerry Alcone

Why do plastic part designers design stuff with sharp internal corners that are loaded with "opening moments"? This drives me crazy. I bet the mold makers also love it.

Nearly every plastic part failure I have experienced was at an internal sharp corner. Come on, it is really hard (expensive) to get a sharp corner. Give me a break (pun)

Jerry Alcone
Retired
Albuquerque NM

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2. Insurance company's device for "driving skill" assessment

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William Lin

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3. [Re: Insurance company's device for
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4. Re: Does anyone has a program of any type to convert accelerometer measurement to strain?

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Philip Stunell

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5. [Re: Does anyone has a program of any type to convert accelerometer measurement to strain?](#)

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Jerry Alcone

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Re: Does anyone has a program of any
6. type to convert accelerometer
measurement to strain?

Aug 26, 2015 9:34 AM

Rick Kerner

Yuzhen,

On big equipment, the name of the game is durability. In order to gauge durability, you need field data. This field data needs to contain strain measurements for two reasons; one is for FE model correlation, the other is for fatigue calculation. Fatigue predictions give you the info necessary to make critical path decisions and correct/move forward as needed. I bet team green has some mature methods

to predict fatigue and it requires field data or test track data to run on.

If the combine is in a MBD model, you could use flex bodies to evaluate, albeit conservatively, the component under study. My experience with MBD on big equipment is that it is very, very conservative for force input and flex body "state" predictions.

I recommend using the FE guy to identify strain gauge locations that the test tech/engineer can apply gauges and properly evaluate the component/assembly you are working on.

On your next query, I do suggest adding more fidelity to the "situation" in order to receive responses that can be more relevant and directly useful. (Philip's

response was excellent in a broad sense,
Jerry's was more direct the second time
around)

Rick Kerner Principal Engineer
KTO Solutions LLC
Sunburg, MN
rick.kerner@ktosolutions.com

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Re: Does anyone has a program of any
7. type to convert accelerometer
measurement to strain?

Aug 26, 2015 12:16 PM

Bernard Challen

I wold suggest an approach where you both meet in the middle of the problem - get the FEA team to provide output in terms of vibration velocity (which is usually relatively easy for them to do) and use your vibration analyser to integrate the accelerometer output once to get the vibration velocities. In this way you can both be speaking the same 'language' and both have a shared analysis step to make sure than brains are engaged all round . . .

Good luck - and take care with the measurement integration time constant settings, but it really does work!

Bernard Challen
Prof
Shoreham Services
SHOREHAM-BY-SEA

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8. Re: Does anyone has a program of any type to convert accelerometer measurement to strain?

Aug 26, 2015 12:35 PM

Jerry Alcone

Great idea, stain gauges installation in the field is big pain.

Jerry Alcone
Retired
Albuquerque NM

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9. Re: Help! my 2002 S10 eats Right Rear turn signal bulbs

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10 [Re: Help! my 2002 S10 eats Right Rear
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Donald Johnson

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13 [Re: Your favorite story about non-technical types over ruling engineering decisions for cost or schedule reasons.](#)

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Daniel Rauchholz

I would say the collapse of the catwalk at the Hyatt in Kansas City in 1981.

Although, to be fair, that may have been engineers who didn't know what they were doing over-ruling other engineers who did know what they were doing because they wanted to make the structure easier to assemble.

Dan Rauchholz
NVH Manager
UGN Inc
Farmington Hills MI

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14 Re: Electronic Content in Modern Cars

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15[Re: Electronic Content in Modern Cars](#)

Aug 26, 2015 8:01 AM

Robert Gruszczynski

Wade is spot on. Jerry, you can't check the box that says "no EDR," you have to seek out a car without. As I mentioned earlier, the owner's manual is a good place to start, since the OEMs are required to tell you the EDR capabilities of the vehicle there. George Orwell anyone?

Robert Gruszczynski
OBD Communication Expert
Volkswagen of America
Willis MI

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17 [Re: Electronic Content in Modern Cars](#)

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Jerry Alcone

Wouldn't it be neat if they spent the \$ and time on making the vehicle reliable and maintainable and let me worry about turning the fan up or down.

Next will be an annual probe that feeds body temp to the computer. I am sure I will like the convenience of this value added feature and appreciate its reliability. Sorry I sometimes get carried away.

Jerry Alcone
Retired
Albuquerque NM

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Lawrence Driscoll

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From: SAE Member Connection
Sent: Tue 8/25/2015 9:47:39 AM
Subject: Open Forum Digest for Monday August 24, 2015

Open Forum

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Aug 24, 2015

started 13 hours ago, Robert Riley (0 replies)

Verification of current recall programs

As a 50 year member of SAE, I have recently... Robert Riley

started 20 hours ago, Jerry Alcone (0 replies)

Help! my 2002 S10 eats Right Rear turn signal bulbs

2Over 150K mile life to date the right rear turn... Jerry Alcone

started 21 hours ago, Jerry Alcone (0 replies)

Your favorite story about non-technical types over ruling engineering decisions for cost or schedule reasons.

3Message Jerry Alcone

started one month ago, Robert Rowells (27 replies)

Autonomous vehicles, would we want them?

4Has it dawned on anyone else that we have, over... Robert Riley

started 2 months ago, Jerry Alcone (50 replies)

Electronic Content in Modern Cars

5EDR = Event Data Recorder These devices can... Robert Gruszczynski

6So do I have a delete option on my order

form? ... Jerry Alcone

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1. Verification of current recall programs

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Robert Riley

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Help my 2002 S10 eats Right Rear turn
2. signal bulbs

Aug 24, 2015 8:12 AM

Jerry Alcone

Over 150K mile life to date the right rear turn signal bulb has burned out 5 times, Left rear is original, any ideas beyond keeping a spare+phillips screw driver in glove box I signal for left turns way more than for right turns. It also eats ventilation blower speed controllers, resistors for speeds 1 and 2 burn out in 10~20K miles. I have a suspicion that this is blower wheel rubbing on it's enclosure. Typical Pain In Ass, PIA to change.

Jerry Alcone
Retired
Albuquerque NM

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3. [Your favorite story about non-technical types over ruling engineering decisions for cost or schedule reasons.](#)

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Jerry Alcone

Jerry Alcone
Retired
Albuquerque NM

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4. Re: Autonomous vehicles, would we
want them?

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Aug 24, 2015 3:36 PM

Robert Riley

Has it dawned on anyone else that we have, over 50 years, spent billions on NHTSA and its questionable hardware in an attempt to *ameliorate* crashes. Why hadn't we been developing systems to *eliminate* crashes? A hint could have been gleaned in the '70s when the miniturization of circuits was reaching fruition and attention was being paid to accompanying sensors.

Suggest that we freeze regulation and strive for self-drive vehicles, sustainable power system so as to avoid crisis in the '20's

Robert Riley
cONSULTANT
Ward Associates
San Diego CA

Author "detroit...why the circus left town"

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5. Re: Electronic Content in Modern Cars

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Aug 24, 2015 8:14 AM

Robert Gruszczynski

EDR = Event Data Recorder

These devices can be voluntarily installed (read "NOT REQUIRED") by a vehicle manufacturer to record short-term events before and after a crash event. If installed, the data and other aspects are specified in Federal Regulation - 49 CFR part 563.

I hope this helps.

Robert Gruszczynski
OBD Communication Expert
Volkswagen of America
Willis MI

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6. Re: Electronic Content in Modern Cars

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Jerry Alcone

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Sent: Sun 8/9/2015 9:29:17 AM
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Open Forum

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Check out these discussions and more at
<http://connection.sae.org> -- home of the
new SAE Member Connection.

Aug 8, 2015

started 21 hours ago, James Plenzler (1 reply)

Finding Engineering jobs after 62

I am now a retired engineer and long time
SAE... James Plenzler

Welcome to the club. I do find that there
is a... Jerry Alcone

started yesterday, Barbara Fronczak (1

reply)

SAE Mobility History Committee at AeroTech Congress and Exhibition

3 Looks like a great program! Jeremy Goddard

started 28 days ago, Samuel Shiber (12 replies)

Merged Car/Rail mass transportation system

4 David hello, I agree with you that merging... Samuel Shiber

5 GMs Bob Lutz, when he retired (Automotive News... Chris Macdermot

started one month ago, Jerry Alcone (37 replies)

Electronic Content in Modern Cars

6 Platinum-tipped spark plugs came into use in the... Robert Graban

7 Yea my Ford powered Austin Healy had

an access... Jerry Alcone

8Bryan... Thanks for the discussion and...

Edward Forrest

9Jim I totally agree, the OEM parts are...

Jerry Alcone

10take it none of the posters have
encountered... Greg Barnett

11Great example I am sure the designer
thought hey... Jerry Alcone

started one month ago, Lindsay Silver (63
replies)

Introduce yourself here.

12Hi All, I am Aravind, currently pursuing
my... Aravind Vasudevan

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1. Finding Engineering jobs after 62

Aug 8, 2015 7:13 AM

James Plenzler

I am now a retired engineer and long time SAE member. My former employer was purchased by a Chinese company which eliminated my position after a combined 27 years of service. Needless to say I was caught unprepared for being forced into an early retirement. I tried for almost a year to find new employment in my profession. I found many jobs I was more than capable of and had a genuine interest in. I sent out hundreds of resumes with only a few phone interviews and one on site interview. Needless to say the search was frustrating and demoralizing. There is no way to hide

your age on a resume and an on site interview becomes all revealing unless you want to dye your grey hair. Though there are laws against age discrimination there is no way to overcome the burden of being considered too old even though you are healthy and have the experience, knowledge and drive to continue on. My question to the membership is how can SAE help match senior level engineers with employers that are willing to take advantage of experienced engineers that are willing to continue to work in a technical capacity?

James Plenzler
Unemployed
Holland OH

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2. Re: Finding Engineering jobs after 62

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Jerry Alcone

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3. Re: SAE Mobility History Committee at
AeroTech Congress and Exhibition

Aug 8, 2015 8:32 PM

Jeremy Goddard

Looks like a great program!

Jeremy Goddard
Director Client Management
IDIADA Automotive Technology SA
Rochester Hills MI

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4. Re: Merged Car/Rail mass transportation system

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Samuel Shiber

<https://youtu.be/de6u20MKGcw>

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5. Re: Merged Car/Rail mass transportation system

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Chris Macdermot

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6. Re: Electronic Content in Modern Cars

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Robert Graban

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7. Re: Electronic Content in Modern Cars

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Jerry Alcone

Yea my Ford powered Austin Healy had an access plate in driver side toe box (firewall) to change rear plug on driver's side. Friends with big block Chevelles took their cars apart to change plugs.

Jerry Alcone
Retired
Albuquerque NM

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Re: Electronic Content in Modern Cars

8.

Aug 8, 2015 8:37 AM
Edward Forrest

Bryan...

Thanks for the discussion and directions!
I'll keep all of that stored for some
(hopefully never) future use!

Edward Forrest
Retired-On-Hold
Marietta GA

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10Re: Electronic Content in Modern Cars

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Greg Barnett

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11 Re: Electronic Content in Modern Cars

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12 [Re: Introduce yourself here.](#)

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Aug 8, 2015 8:03 PM
Aravind Vasudevan

Hi All,

I am Aravind, currently pursuing my Masters in Mechanical Engineering at University of Texas at Dallas. After I completed my bachelors in India (Dayananda Sagar College of Engineering, Bangalore- Affiliated to Visvesvaraya Technological University) in the year 2013, I worked as a mechanical engineer in Engineering Services Unit of Infosys. During that time, I was part of the team working on Aircraft Certification for Client Airbus (worked on A350-900 - Leading Edge Components of the Wings). Later after

the completion of that project, I worked as Extern at Caterpillar, a client of Infosys. Worked in team performing Virtual Design Review and Audit for Assembly of Caterpillar Engines- (C15/18, C175, C3500's).

I am very eager to learn more about engines, advancements in Automotive and Aerospace Industry, always wanted to work in a Industry like CAT, Mercedes, and work in Engine Performance and Testing domain. I hope to learn a lot from you all and contribute to my level best.

All the Best!!

Aravind Vasudevan
Student @ Univ of Texas-Dallas
McKinney

TX-75070

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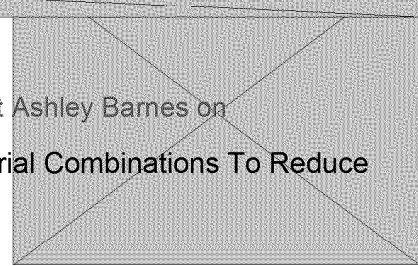
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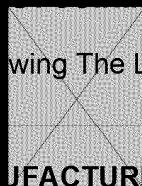
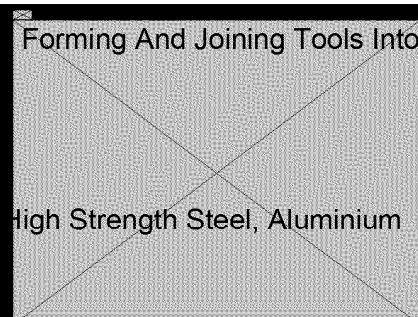
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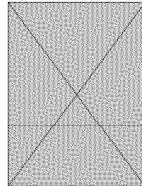
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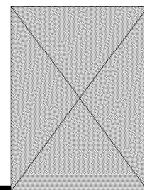
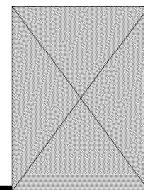
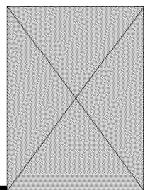
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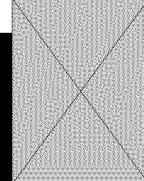
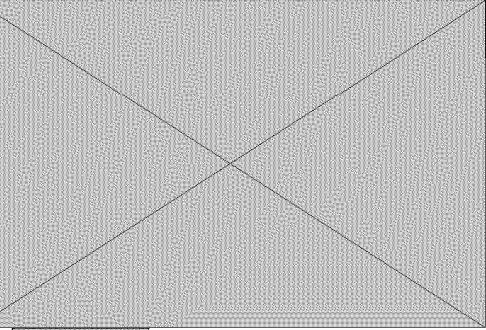
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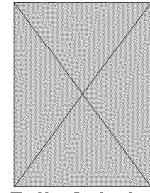


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Felix Schuler

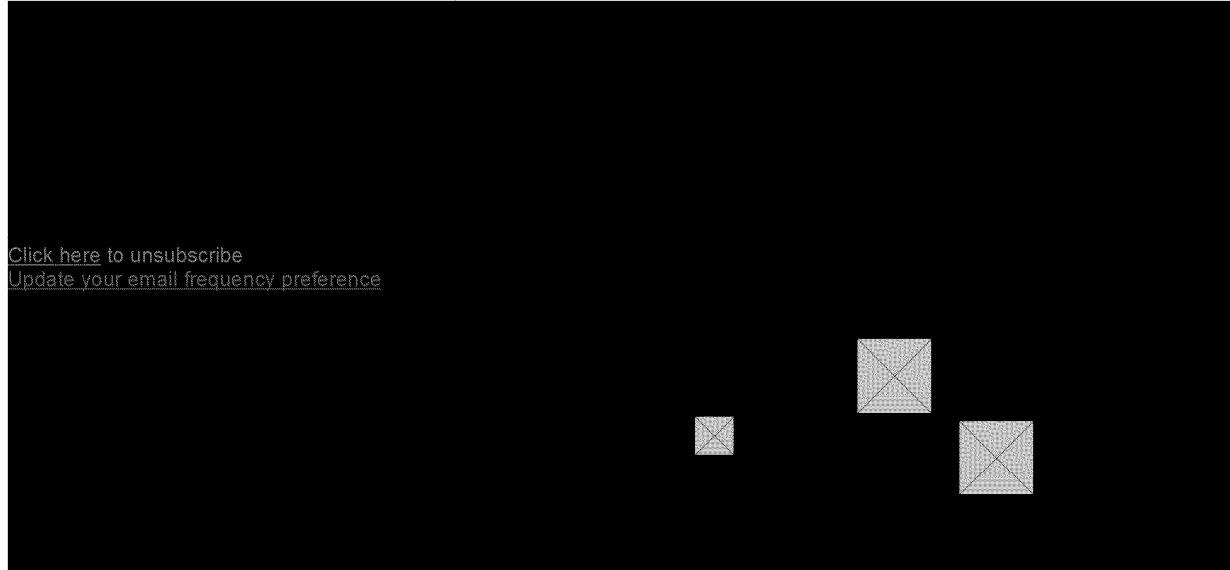
ME Body System

Adam Opel AG

The Number Of Tools And Costs Of Multi-Material Joining
To Allow Widespread Composite Adoption
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Sensitively Join Multi-Material Architectures
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From: Mar, Peter (MOECC)
Sent: Tue 9/22/2015 6:26:05 PM
Subject: RE: VW Notice Of Violation

Thanks Bill,

I appreciate your response. I will contact Jennifer directly.

Peter Mar
Senior Program Advisor
Drive Clean Office
Ontario Ministry of the Environment and Climate Change
40 St. Clair Ave. West, 4th floor
Toronto, ON
M4V 1M2

peter.mar@ontario.ca
office 416 314 5894
fax 314-4160

From: Pidgeon, Bill [mailto:pidgeon.bill@epa.gov]
Sent: September-22-15 2:00 PM
To: Mar, Peter (MOECC)
Cc: France, Jennifer; Snyder, Jim
Subject: RE: VW Notice Of Violation

Hi Peter,

I received your call and the document I referred to as guidance for IM programs, may actually be a letter to the States. I haven't received any further information on the document.

The following link provides further information on the VW violations issue.

<http://www3.epa.gov/otaq/cert/violations.htm>

Also, we now have a single point of contact, who is Jennifer France, and may have more knowledge of the letter to the States and if it even exists. Jennifer's contact information is:

Phone: 734-214-4510

Email: France.jennifer@Epa.gov

Best wishes,

Bill

William M. Pidgeon
Mechanical Engineer
U.S. Environmental Protection Agency
Compliance Division, N69
2000 Traverwood Drive
Ann Arbor, MI 48105-2195
pidgeon.bill@epa.gov

Phone: 734-214-4416
Fax: 734-214-4869

From: Mar, Peter (MOECC) [mailto:Peter.Mar@ontario.ca]
Sent: Monday, September 21, 2015 10:56 AM
To: Pidgeon, Bill
Cc: Sosnowski, Dave; Snyder, Jim
Subject: RE: VW Notice Of Violation

Thanks Bill!

I look forward to the document on guidance for IM programs.

The material you are providing should be sufficient. I do not think I will need to speak to Jim.

Cheers,

Peter Mar
Senior Program Advisor
Drive Clean Office
Ontario Ministry of the Environment and Climate Change
40 St. Clair Ave. West, 4th floor
Toronto, ON
M4V 1M2

peter.mar@ontario.ca
office 416 314 5894
fax 314-4160

From: Pidgeon, Bill [<mailto:pidgeon.bill@epa.gov>]
Sent: September-21-15 10:52 AM
To: Mar, Peter (MOECC); Snyder, Jim
Cc: Sosnowski, Dave
Subject: VW Notice Of Violation

Hi Peter,

Please let me know that you received this email – I'll call you if I don't hear back, to correct your email address.

The document I read from is attached, and I will send you another document on guidance for IM programs, once it is released.

As we discussed, Jim Snyder is the EPA Compliance Engineer for VW, but please hold off calling him until tomorrow, as he is not sure of the extent of the information that is

approved for release. Jim's phone # is 734-214-4946.

Jim – Peter works for the Ministry of Environment for Ontario, and is interested in how their IM program can be tweaked to capture the VWs being recalled in the US. He is being called by politicians for more information. Peter's contact info is:

Phone: 416-314-5894

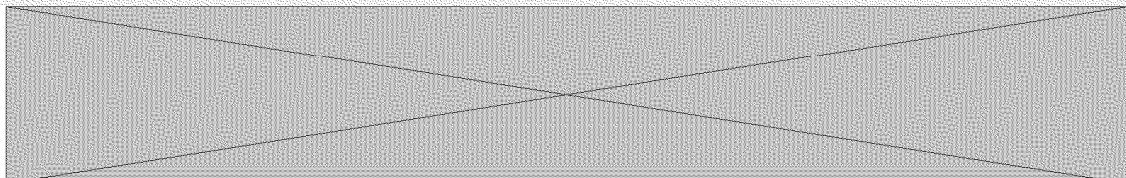
Email: Peter.Mar@ontario.ca

Best wishes,

Bill

To: Pidgeon, Bill[pidgeon.bill@epa.gov]
From: Green Car Reports
Sent: Tue 9/22/2015 4:05:32 PM
Subject: Green Car Report Daily Headlines

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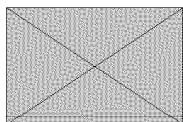


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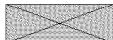
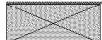
VW Diesel Update, Apple Car 2019, Electric-Car Advertising: Today's Car News

Sep 22, 2015 03:30 pm | feedback@highgearmedia.com
(Stephen Edelstein)

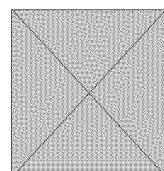
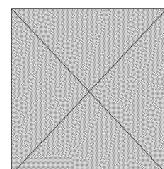


Today, we have an update on the Volkswagen diesel deception scandal, a report claiming the Apple electric car could be ready by 2019, and a study that says electric cars aren't selling because manufacturers don't advertise them. All this and more on Green Car Reports. Electric cars aren't selling because automakers don't advertise them, a new...

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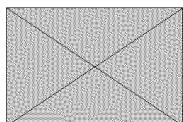


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That BMW Owner Who Got An Electric Car? The BMW's For Sale

Sep 22, 2015 03:00 pm | feedback@highgearmedia.com
(John Voelcker)



Oh, those dastardly electric cars. Their siren-like allure tempts otherwise innocent drivers to abandon their life-long infatuations with ultimate German

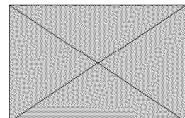
driving machines and other fine automotive specimens that deliver driving pleasure via explosions of vaporized hydrocarbons thousands of times a minute. Where will this madness end? DON'T MISS...

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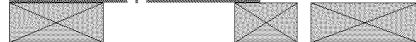
[Apple Electric Car Is "Committed Project," To Ship In 2019: Report](#)

Sep 22, 2015 02:15 pm | feedback@highgearmedia.com
(Stephen Edelstein)



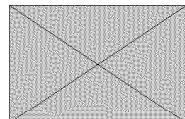
Rumors continue to swirl around the existence of an Apple-branded electric car, even in the absence of any official confirmation of the project by the tech company. News stories point to the hiring of employees with auto-industry experience, and discussions between Apple and car-related entities. Now, there's at least an indication of when the...

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[Mazda Tests Hybrid Vs Electric To See Which Japanese Drivers Prefer](#)

Sep 22, 2015 12:15 pm | feedback@highgearmedia.com
(Stephen Edelstein)



In large part, Mazda hasn't strayed far from the internal-combustion path while looking for ways to improve the efficiency of its vehicles. The Japanese carmaker has delivered notable fuel-economy gains using its SkyActiv line of efficiency-focused powertrains and new vehicles developed around them. Hybrid and all-electric powertrains have been...

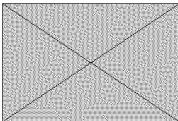
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[VW: 11 Million Diesels Had Cheating Software, \\$7.3 Billion Set Aside; Criminal](#)

Probe Reported

Sep 22, 2015 11:45 am | feedback@highgearmedia.com
(John Voelcker)



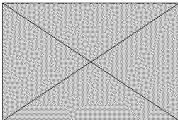
Volkswagen AG said today it would adjust its third-quarter earnings to set aside \$7.3 billion (€6.5 billion) for costs related to its admission that it used software to cheat on U.S. emissions tests of its diesel engines. That sum will "cover the necessary service measures and other efforts to win back the trust of our customers," it said...

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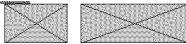
Electric Cars Aren't Selling Because Makers Can't, Don't Market Them: Report

Sep 22, 2015 11:00 am | feedback@highgearmedia.com
(Stephen Edelstein)



Electric-car sales have grown more or less steadily over the past years, but the segment still represents a tiny fraction of total new-car sales. Factors like range, charging infrastructure, and low production volumes all contribute to caution on the part of the car-buying public. But could it also be that automakers just aren't very enthusiastic...

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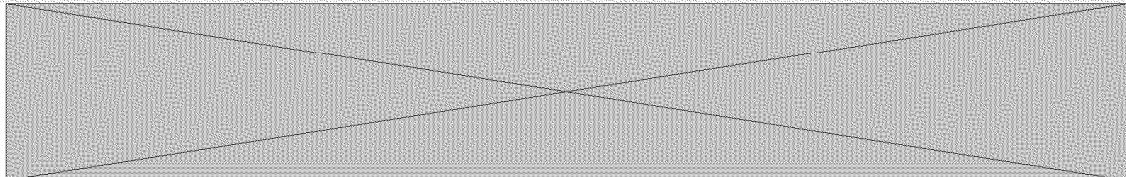
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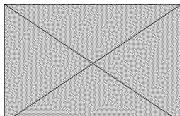


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VW TDI Recall, Tesla And Women, LNG For Trucks: Today's Car News

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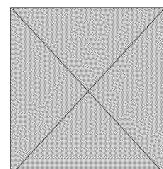
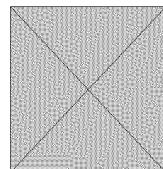


Today, we have full coverage of the Volkswagen diesel emissions scandal that broke on Friday, the Tesla Model X electric crossover's potential appeal to women, and prospects for more widespread use of liquefied natural gas (LNG) as fuel for long-haul trucks. All this and more on Green Car Reports. The U.S. Environmental Protection Agency accuses...

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Mazda Predicts Further 30-Percent Efficiency Gain For Next SkyActiv Engines

Sep 21, 2015 03:00 pm | feedback@highgearmedia.com
(Stephen Edelstein)



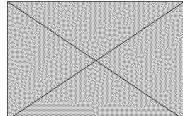
While other manufacturers have turned to turbocharging and hybrids to boost fuel economy, Mazda has tried to squeeze the most it can out of unassisted internal-combustion engines. The company's SkyActiv line

of efficiency-focused engines rely solely on tuning and some technical tricks to maximize gas mileage. SkyActiv engines have largely lived up...

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Truckers Slowly Warm To Cold Liquified Natural Gas

Sep 21, 2015 02:00 pm | feedback@highgearmedia.com
(Stephen Edelstein)

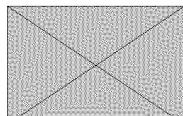


When it comes to lower-emission alternatives to diesel in long-haul trucks, natural gas has some positives. In addition to being cleaner burning, the fuel is in abundant supply, and doesn't come with any severe range or performance shortfalls. But the extra cost of natural-gas powered vehicles has largely kept fleet operators away. DON'T MISS...

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VW Diesel Emissions Recall: What You Need To Know In 10 Questions

Sep 21, 2015 01:00 pm | feedback@highgearmedia.com
(John Voelcker)

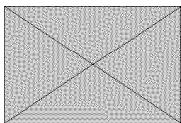


The news that Volkswagen had deliberately circumvented U.S. EPA emissions laws on its so-called "clean diesel" models from 2009 to 2015 hit the automotive world like a bombshell on Friday. Over the weekend, more news emerged, with a statement and apology from VW Group CEO Martin Winterkorn. The company also took all remaining new 2.0-liter TDI...

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Tesla Model X: The Electric SUV Women Say They Want

Sep 21, 2015 11:00 am | feedback@highgearmedia.com
(Stephen Edelstein)



First deliveries of the Tesla Model X electric crossover are expected to take place just over a week from now. With production set to ramp up gradually after that, speculation will likely shift to whether the Model X will be as much of a success as the Model S. And it's possible that women could be the deciding factor. DON'T MISS: Will Tesla Model...

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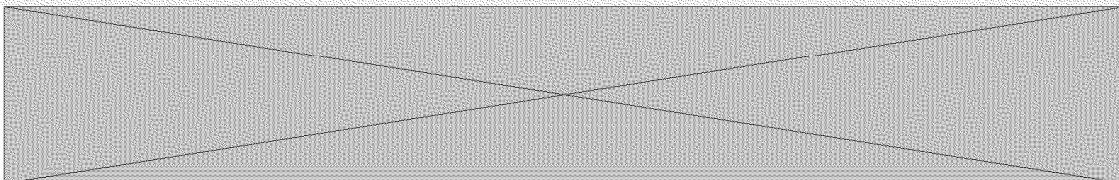
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The latest from your friends at GCR:

Porsche & Audi Electric Concepts, LAPD Tesla, VW Diesel Deception: The Week In Reverse (Video)

Sep 19, 2015 12:00 pm | feedback@highgearmedia.com
(John Voelcker)



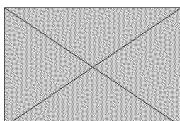
Which carmaker was charged by the EPA with creating special software to cheat for years on emissions tests? And, why is the same electric car rated at both 107 miles and 155 miles of range? This is our video look back at the Week In Reverse--right here at Green Car Reports--for the week ending on Friday, September 18, 2015. Friday, we covered a...

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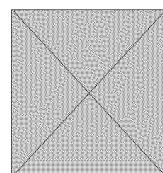
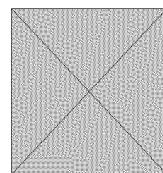
VW, Audi TDI Diesel Cars Had 'Defeat Device' That Violated EPA Rules, 500K Cars Recalled: BREAKING

Sep 18, 2015 05:00 pm | feedback@highgearmedia.com
(John Voelcker)



The announcement came out of the blue:

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"The U.S. Environmental Protection Agency will host a media call at 12 noon EST today, Friday, September 18, to make an announcement regarding a major automaker." When it was all over, German carmakers Volkswagen and Audi had been ordered to recall half a million of its popular TDI four-cylinder diesel...

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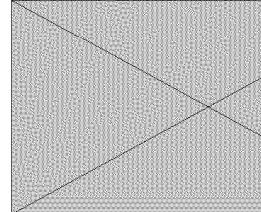
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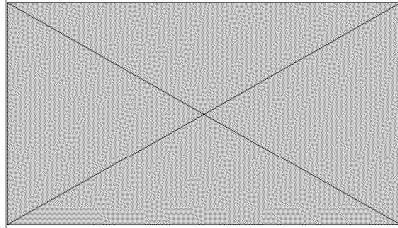
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WardsAuto OEM Edition

September 16, 2015



Krafcik Departs TrueCar for Google



The tech giant wants to get an autonomous vehicle in the market by 2020. It has put 1 million miles on prototypes, built by Roush in Livonia, MI, on California public roads with varying results.

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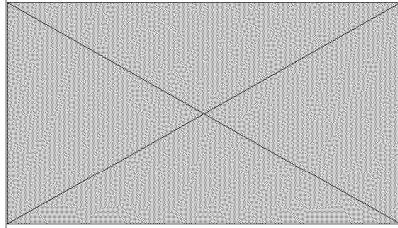
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Ford Finds 'Tough Love' Engaging



Football drew the biggest share of automotive ad dollars last week, with college football the most popular target at more than \$22 million.

[FULL ARTICLE](#)

UAW Could Throw Cold Water on Automakers' Hot Output

"A long strike is highly unlikely, but I think some kind of short strike is possible," labor-relations professor and UAW observer Harley Shaiken says.

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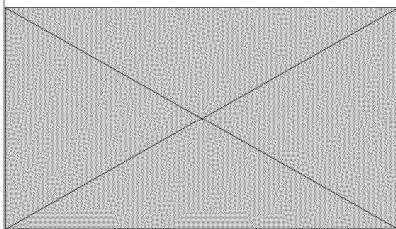
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Our Design Cube illustrates important considerations when designing plastic injection molded parts. It showcases a range of available surface finishes and examples of bosses, gussets, and ribs. It also demonstrates the impact on part quality of overly thick or thin sections, as well as ways to incorporate holes and their potential effect on resin flow. [Register today](#) and get yours free!

New Prius Sees 10% Fuel Economy Improvement



A rating of 55 mpg gives the Prius best-in-class fuel economy among vehicles without a plug, Toyota says.

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Steel solutions to lose weight

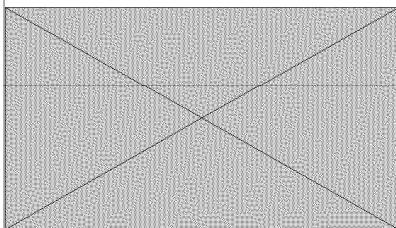
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Toyota Looks to Grow Prius Sales, Customer Base

Toyota sold 181,221 liftbacks, the original Prius body style, in 2007 in the U.S., but last year liftback and V wagon deliveries combined totaled 166,802.

[FULL ARTICLE](#)

Bentley Seeks New Terrain With Bentayga



Bentley's new SUV carries over some of the 2012 concept's themes, namely the prominent haunches and steeply raked backlight. But there the similarities end.

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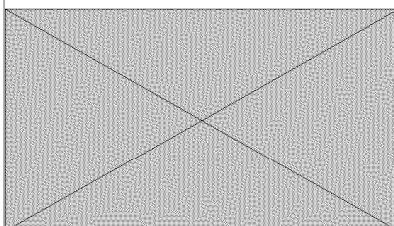
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'17 Bentley Bentayga



GALLERY

Bentley takes the luxury SUV segment to an upscale realm never before experienced. The brand is betting its customers will enjoy rugged, new experiences as well in the all-new Bentayga.

Some Leafs See 23-Mile Range Increase

The change is effective with '16-model SV and SL grades, and is due to a new 30-kWh lithium-ion battery pack.

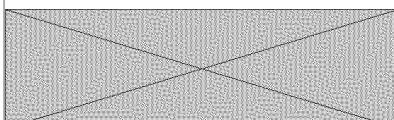
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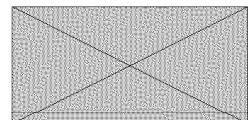
2015 Frankfurt Auto Show



Complete coverage of the 2015 International Motor Show in Frankfurt, Germany.

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Rolls-Royce Pulls Cover Off Dawn

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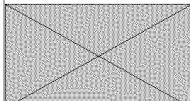
Drophead

Frankfurt International Auto Show

The hand-built car will cost \$325,000, a conservative estimate from the company since most customers will add thousands of dollars of bespoke options.

[**FULL ARTICLE**](#)

Mapping the User Experience



ROAD AHEAD BLOG

Millions of consumers have formed a special bond with Apple's user interface. Automakers want to emulate this kind of user experience, known as UX in tech circles, to create loyalty to a vehicle brand, not just a smartphone.

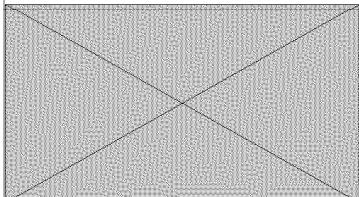
[**FULL ARTICLE**](#)

Deaths Attest to India's Weak Car-Safety Standards

Indians are responding to the grim statistics. A recent survey indicates the share of car buyers who include safety in their purchasing criteria is 74%, up from 42% in 2013.

[**FULL ARTICLE**](#)

Autoline Daily



Ford Teams with Alcoa, New VW Tiguan Gets Bigger, Porsche Unveils EV.

U.S. Big Trucks Enjoy Best August Since 2006

Deliveries of medium- and heavy-duty trucks hit 39,376 during the month, compared with 35,264 in the prior year, with all weight classes enjoying year-over-year increases.

[**FULL ARTICLE**](#)

Lexus RX: Still Familiar, But With Bit More Spice

'16 Lexus RX

GALLERY

Lexus' latest iteration of its best-selling RX CUV has a flashier exterior and interior, with lots of angles, as well as both brand- and industry-first materials.

Test Drive

If the '16 RX were a Thai dish we'd dub its level of heat "mild-plus," with aggressive new sheet metal balanced out by light updates to its sport quotient.

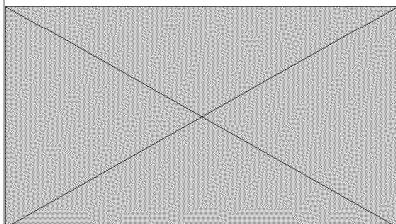
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Rubber-From-Dandelion Research Gets Rolling Again

The joint project by Sumitomo and Kultevat represents the latest attempt to manufacture rubber derived from dandelions.

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Cadillac XT5 Breaks Out



The '17 XT5 will replace the SRX, the best-selling vehicle for the General Motors luxury division.

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WardsAuto Interview: Ford's Jonathan Crocker

During a Canadian stop on the "Ford Explorer Platinum Adventure Tour," vehicle engineering manager Jonathan Crocker points out features of the SUV's new top-trim level.

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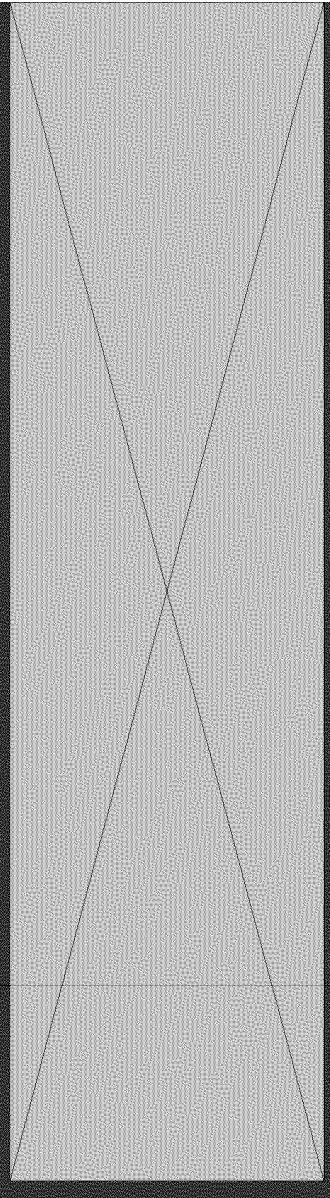
Ford Kicks Up Explorer's Trim Level

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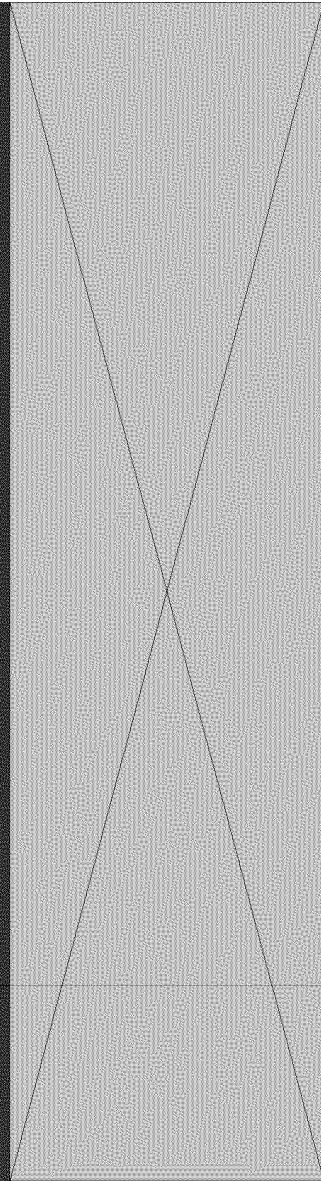
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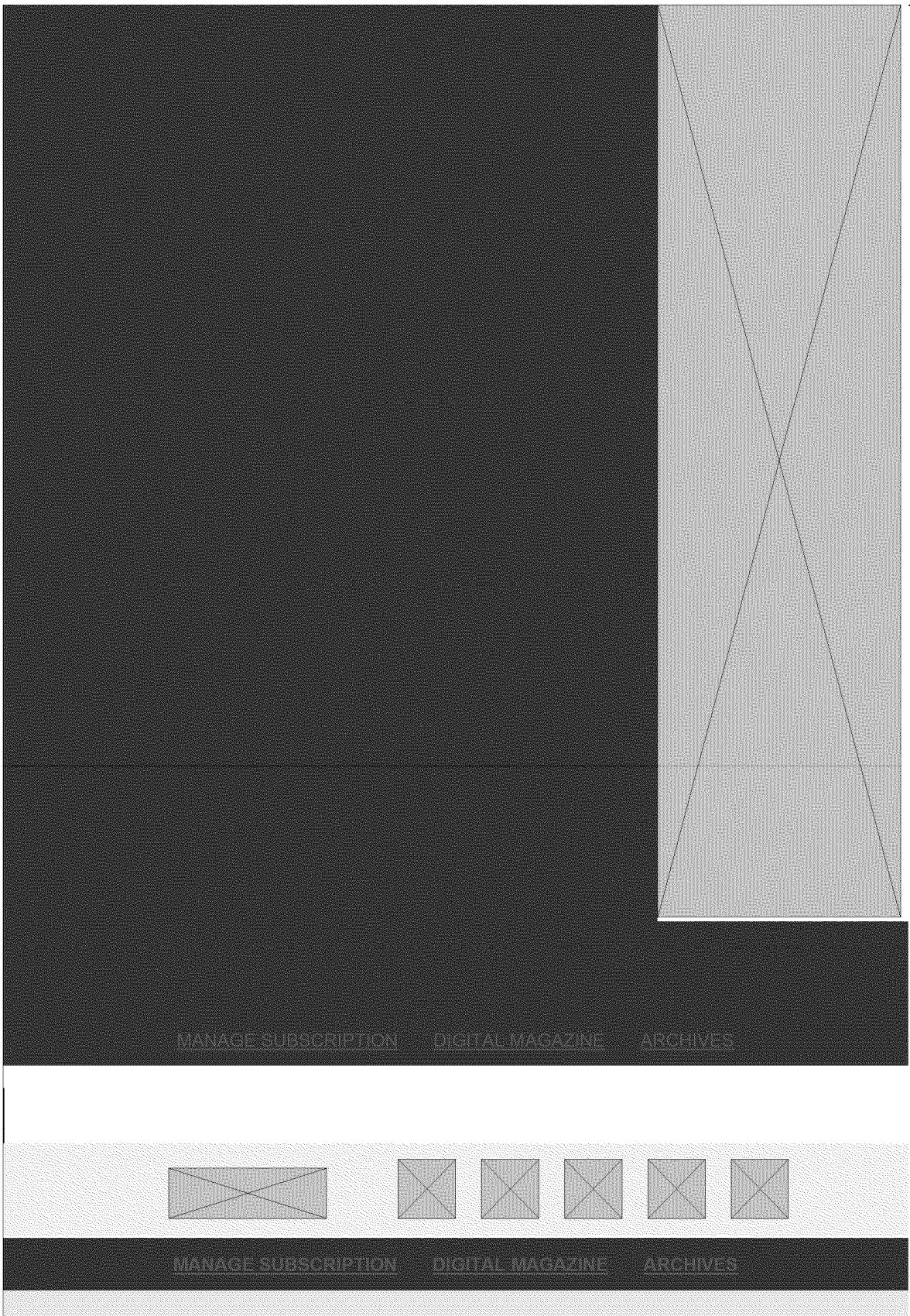


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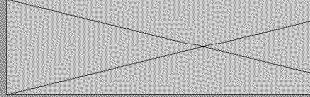
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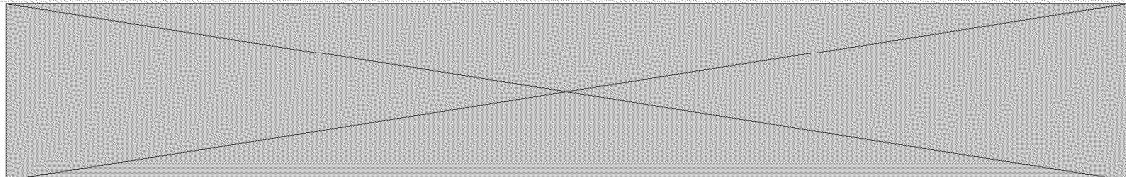
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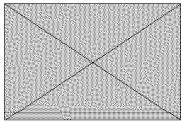


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Toyota Shows Second Concept For Subcompact Crossover At Frankfurt: Hybrid Model Expected

Sep 15, 2015 03:40 pm | feedback@highgearmedia.com
(John Voelcker)



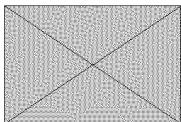
With sales of small crossover utility vehicles growing, not just in North America but around the world, two of the world's three largest automakers still don't have entries in the segment. One of them, Toyota, announced today at the Frankfurt Motor Show that it had plans to change that. It displayed a second version of its C-HR concept car, and...

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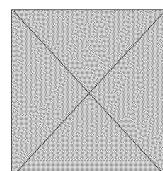
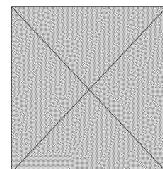
Porsche Mission E, Audi e-tron quattro, Infiniti Q30: Today's Car News

Sep 15, 2015 03:30 pm | feedback@highgearmedia.com
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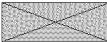
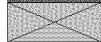
Today, we have debuts from the 2015 Frankfurt Motor Show, including the Porsche Mission E electric-car concept, Audi e-tron quattro electric SUV

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concept, and the Infiniti Q30 compact. All this and more on Green Car Reports. The Porsche Mission E concept is a 600-horsepower electric sport sedan concept that seems to have the Tesla Model S in its...

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New VW Bus Concept Coming To CES, Electric Power For Production Version?

Sep 15, 2015 12:30 pm | feedback@highgearmedia.com
(Stephen Edelstein)



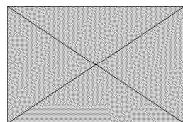
To anyone who grew up in the Sixties or Seventies, the Volkswagen Microbus is generally pretty high on the list of cool cars. Perhaps owing to the model's pop-icon status, the notion of a new Microbus has been teased a couple of times over the past few years. Now it appears Volkswagen is preparing another Microbus concept. DON'T MISS: Electric...

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Infiniti Q30 Luxury Compact Hatchback: Frankfurt Auto Show Unveiling

Sep 15, 2015 12:00 pm | feedback@highgearmedia.com
(Stephen Edelstein)



Two years after unveiling a concept version of its first compact luxury car, Infiniti unveiled the real thing at the 2015 Frankfurt Motor Show. The 2017 Infiniti Q30 takes Nissan's luxury brand into a new area of the market, with a little help from Mercedes-Benz. That's because the Q30 shares its underpinnings with the European-market...

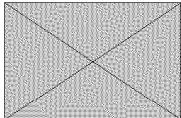
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Audi e-Tron Quattro Concept: 2018 Q6 Electric Car

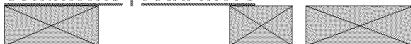
Previewed At Frankfurt Motor Show

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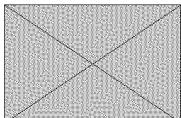
It's been teased and previewed and discussed and debated, and now the concept is real: The Audi e-Tron Quattro Concept debuted at today's Frankfurt Motor Show. A styling concept that is likely to reach production as the Audi Q6, a more coupe-like crossover utility vehicle similar to the BMW X6, the key feature of the concept car is its...

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2017 Volkswagen Tiguan: Compact Crossover Revealed At Frankfurt Auto Show

Sep 15, 2015 07:30 am | feedback@highgearmedia.com
(Stephen Edelstein)



The Volkswagen Tiguan compact crossover is about to be renewed, with a completely redesigned model debuting at the 2015 Frankfurt Auto Show. And right alongside the production versions of the 2017 Volkswagen Tiguan is a concept with a plug-in hybrid powertrain. The second-generation Tiguan adopts the MQB platform used by numerous other VW Group...

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2018 Porsche Mission E: 600-HP Electric Sport Sedan Concept Targets Tesla

Sep 15, 2015 05:30 am | feedback@highgearmedia.com
(John Voelcker)



Perhaps no German prestige carmaker was more rattled than Porsche by the sudden appearance of electric-car startup Tesla Motors. With the sports-car brand having just launched its first sedan, the Panamera,

the arrival of the Tesla Model S in 2012 offered an alternative take on a large luxury sedan: one offering stunning performance not from a...

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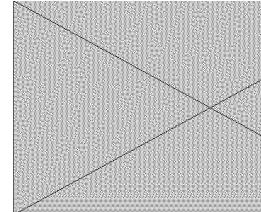
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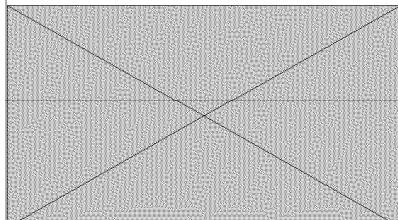
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Ford Polishes Taurus' Tarnished Image for China

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The Taurus has a checkered history here in the U.S., going from best-seller to fleet standby in just a few decades. Ford hopes to leave that behind in China with a model designed exclusively for that market.

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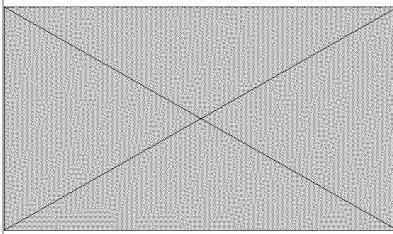
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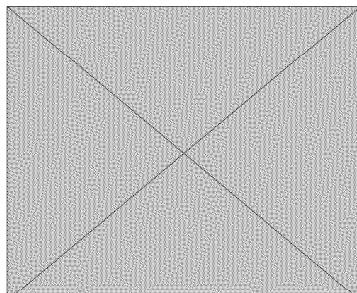
Audi Unveiling 310-Mile EV Concept at Frankfurt



The Audi e-tron Quattro concept builds on drivetrain technology from the Audi R8 e-tron, an electrically driven sports car from the German automaker on sale this year in limited quantities.

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Rapid Manufacturing for Metals

Proto Labs' latest materials-focused white paper explores metal properties and the molding, machining and 3D printing processes used to manufacture quick-turn parts. The paper examines materials ranging from soft metals like aluminum and magnesium to hard metals like steel and stainless steel.

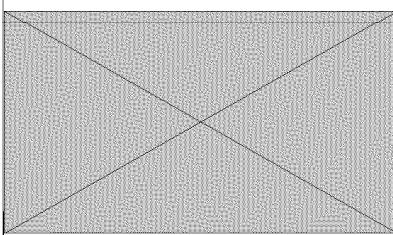
[Learn](#) which materials bring added strength, reduced weight and other benefits that help determine the right path to metal prototypes and low-volume production parts.

Activist UAW Members Look to End Tier 2, Pump Up Wages

Some officials express concern the union is more focused on maintaining its strike fund than using it to push for real economic gains, and they are putting the executive board on notice. "We have expectations," notes one activist member.

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North America Light-Vehicle Production Sets July Record



Output from January-July totaled 10,068,678 units, the first 10-million-plus outcome for the period since 2000.

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The race to 54.5 mpg by 2025 is on.

ArcelorMittal's commercially available advanced steel grades, coupled with emerging and longer-term breakthrough steels, provide Body-in-White weight reduction solutions that will help automakers achieve 54.5 mpg by 2025, at a lower cost – and with lower total life cycle CO2 emissions – than competing materials. [Click Here](#)

3D Printing Will Change Auto Industry, From Manufacturers to Dealers

Carlisle & Company predicts up-and-coming technology will allow auto dealerships to make about a third of their replacement parts.

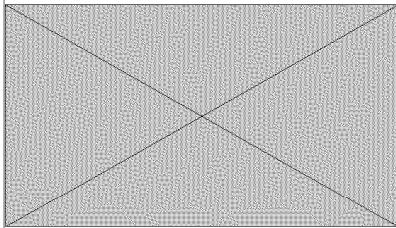
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Autoline Daily



Long-time automotive journalist and Ward's columnist John McElroy presents his take on the top industry news of the day.

Chinese Automakers Retrench as Iran's Market Reopens



With the lifting of sanctions against Iran in exchange for curtailing its nuclear program, Chinese automakers will face more competition as other foreign companies step up production in the country, increase imports, or both.

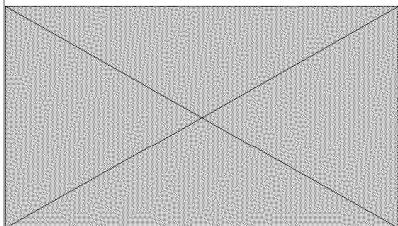
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Google Not Going It Alone With Autonomous Car

Chris Urmson, who heads Google's self-driving car project, acknowledges established suppliers have played an important part in the effort.

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Lexus NX Supply to Remain Static; Dealers 'Emotional' Over LS Decline



Toyota builds the NX in Kyushu, Japan, for 89 markets and in 2015 could allot only about 40,000 units for export to the U.S.

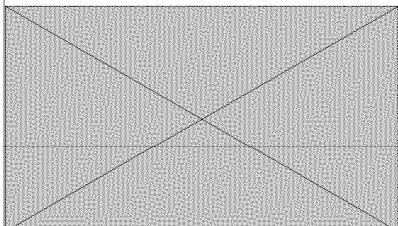
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Lexus Refreshes LX SUV, GS Sedan

The brand is hoping LX sales can reach 5,000 units in its first full year in the U.S. and that the new model can gain ground on the Cadillac Escalade and other large luxury SUVs.

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Researchers Look to Keep Wildlife Out of Harm's Way



Although picture-based warning signs outperformed word-based warning signs, both RADS versions caused drivers to reduce their speed and brake earlier.

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Volvo Bolsters China Presence With JV Acquisitions

The JVs include car-manufacturing facilities in Chengdu and Daqing, an engine-production facility in Zhangjiakou and an R&D center in Shanghai.

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Information Technology Making Mean Streets Less Mean

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Lexus Targets German Rivals With 4-Cyl.

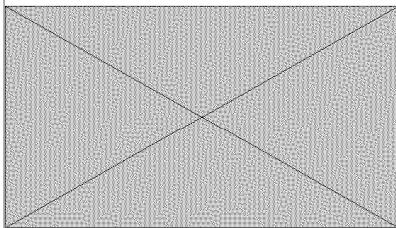
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ROAD AHEAD BLOG

While private vehicle ownership is not particularly desirable, it can be regulated economically while complementing growth of the transportation-sharing economy. Both Audi and BMW have reached 4-cyl. penetration rates as high as 40% in their A6 and 5-series sedans, so Lexus hopes to gain ground in the segment by offering a 241-hp 2.0L turbo-4 in the midsize sedan in '16.

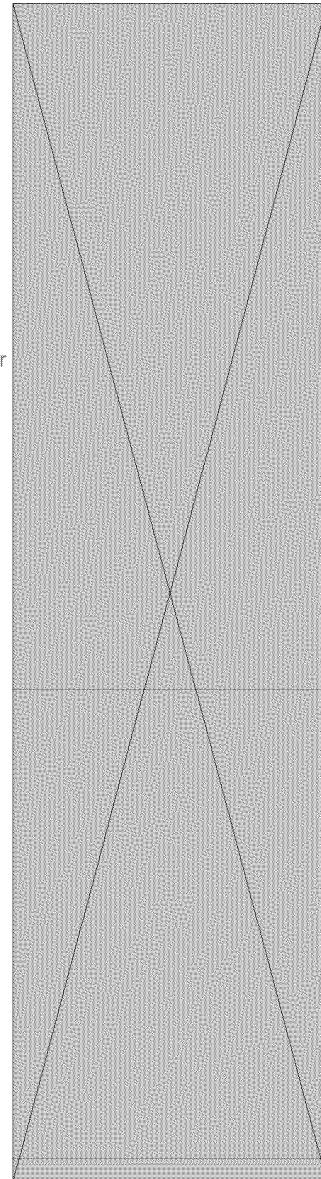
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WardsAuto Flashback – August 2015



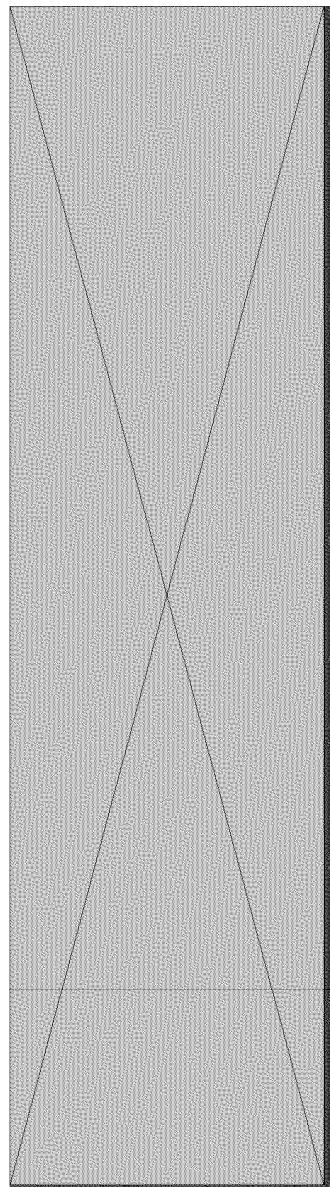
40-Model Output Up; Land Cruiser Returns; Rural Car Demand Off; Post War Output Rises; M-H Restarts Ford 4x4s; Auto Spiffs a Record; VW Buys U.S. Plant; A/C Soars; Record truck Output; Car Phones Grow; OHC for Pontiac; GM Quality Boost; Chrysler Seeking Partner; Light-truck Engines Surveyed;

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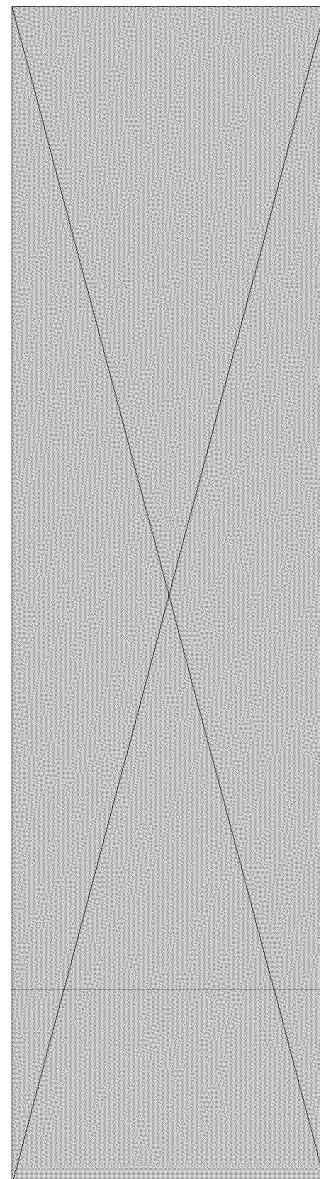


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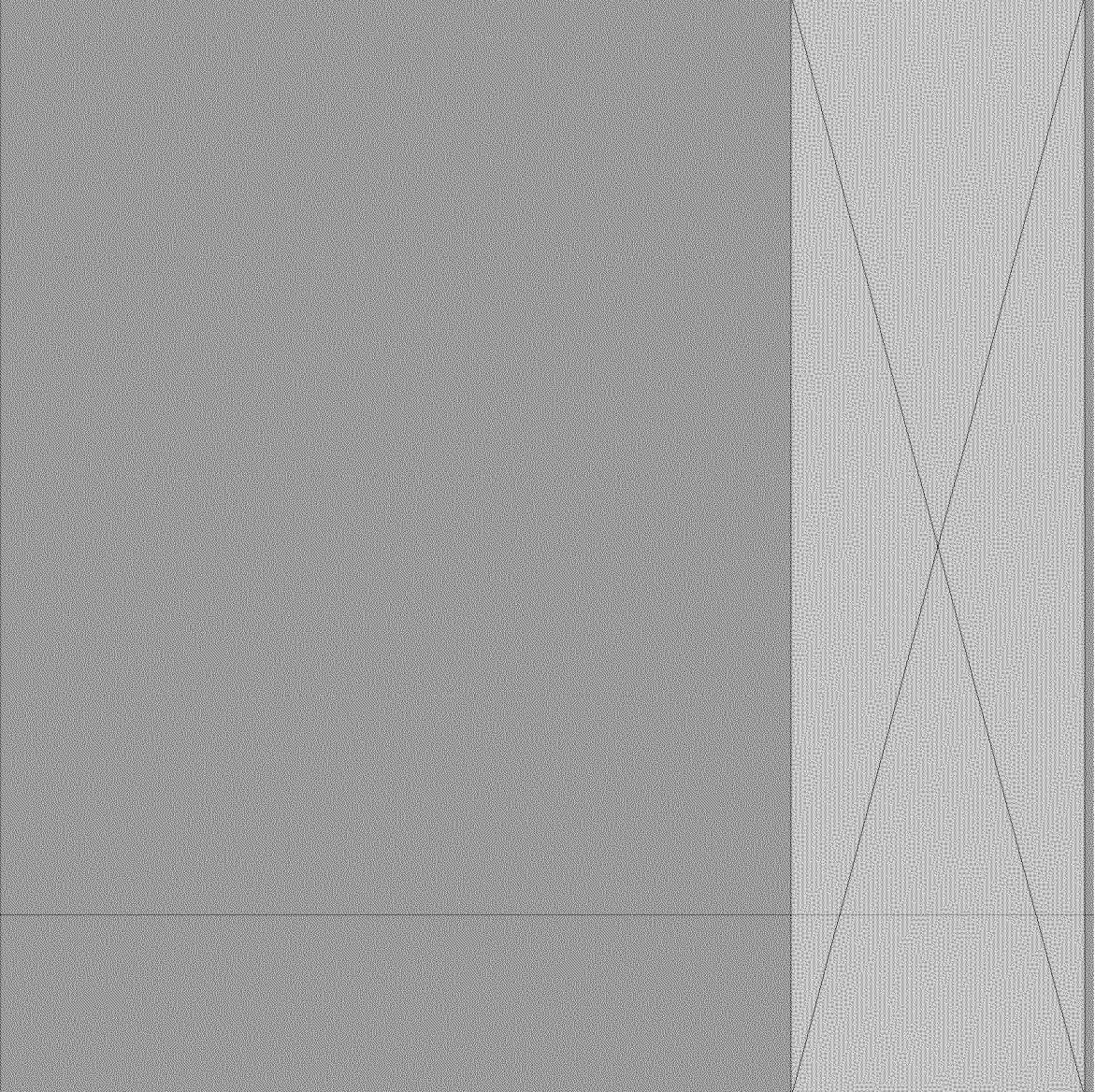


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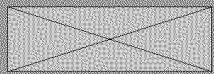
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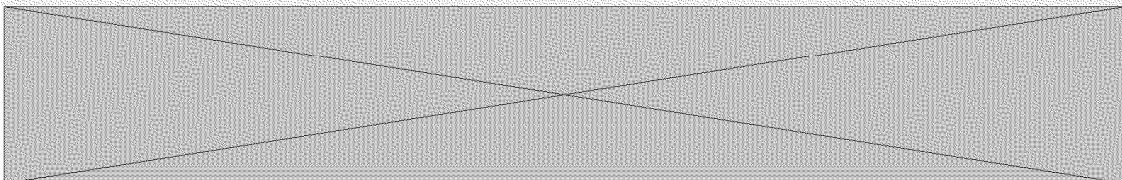
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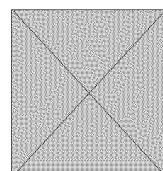
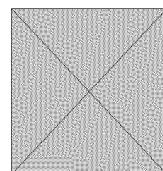


In Portland, Oregon, where we're putting our long-term Volkswagen e-Golf to the test, it's been one of the hottest summers on record. So far in the summer of 2015, Portland has had more than 25 days reaching 90 degrees or more, as well as multiple 100-degree days—in all, some serious heatwaves. Yet we've been keeping our...

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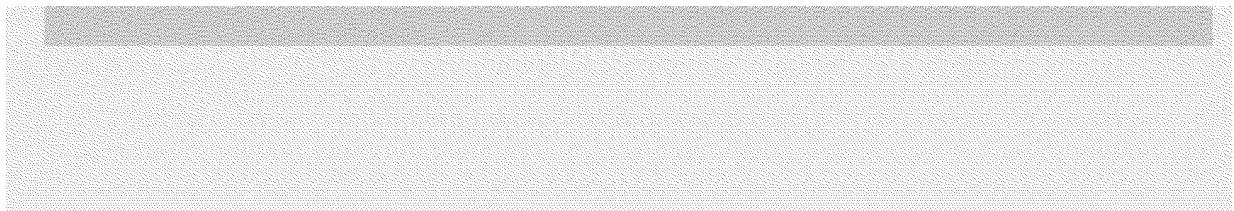
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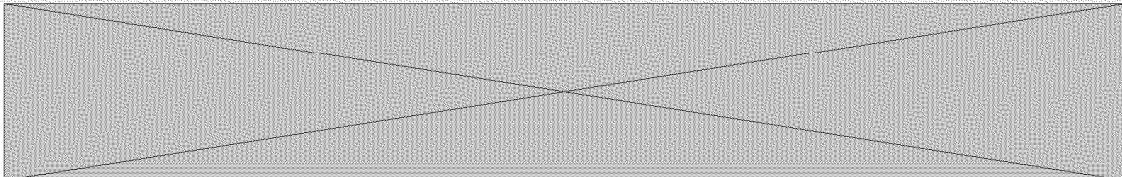
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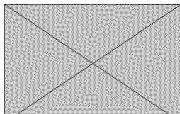


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2016 Toyota Prius, Cadillac Diesels, Mitsubishi i-MiEV Vs VW e-Golf: Today's Car News

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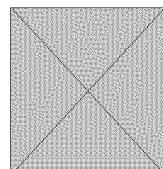
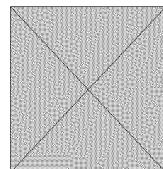


Today, the 2016 Toyota Prius is confirmed for a September reveal, Cadillac says it will sell diesels in the U.S. again, and we compare two electric cars: the Mitsubishi i-MiEV and Volkswagen e-Golf. All this and more on Green Car Reports. The 2016 Toyota Prius will debut next month at a standalone event ahead of the Frankfurt Motor Show, the...

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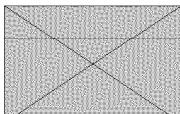


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All-New 2017 Hyundai Elantra Sedan Coming soon

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Hyundai has slipped the first image of its next-generation Elantra and confirmed that the global debut of the new compact sedan will be taking place soon. A local debut at the 2015 Los Angeles Auto Show in November is likely. The car will go on sale in the United States sometime next year, as a 2017 model, bringing with it styling that

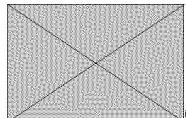
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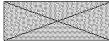
Cadillac Confirms It Will Bring Diesels Back To The U.S.

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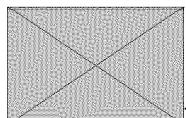
Currently, several German luxury automakers—including Audi, BMW, Mercedes-Benz, and Porsche—offer diesel models in the U.S. But except for one disastrous experiment decades ago, Cadillac has shied away from diesels in domestically-sold models. That attitude seems to be changing though. DON'T MISS: Diesel Car Guide: Every 2015-2016 Car &...

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BMW i3: How Far Can You Go Without Touching The Brake Pedal?

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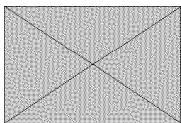
The regenerative braking system in the BMW i3 electric car is quite extreme. If you plan ahead and allow enough stopping distance, by lifting off the accelerator, this little electric car will come to a complete stop, without ever requiring a touch of the brake pedal. That behavior recently led Britain's Auto Express to put that to the...

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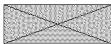
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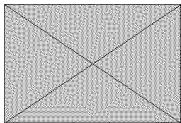
The 2016 Mitsubishi i-MiEV is an outlier—in design, in layout, and in the way it drives. Yet our long-term 2015 Volkswagen e-Golf is nearly the polar opposite—a full battery-electric model wearing the look, feel, and functionality of one of the world's best-selling cars of all time. As we mentioned this past week in a drive...

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2016 Toyota Prius To Debut Next Month, Prior To Frankfurt Show

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(Bengt Halvorson)



The fourth-generation Toyota Prius is fast approaching. Toyota Motor Corporation has confirmed to Bloomberg that the fully redesigned 2016 Toyota Prius will be shown in Las Vegas on September 8, 2015—ahead of its anticipated debut at the Frankfurt Auto Show later next month. The last time the Prius was fully revamped was in 2009, for the...

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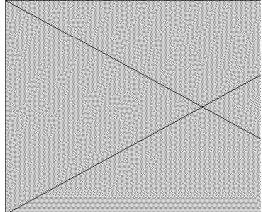
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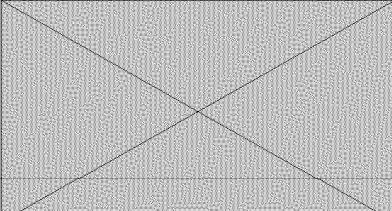
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Digital Magazine

Ford Ushers Assembly Into Virtual World

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A new digital lab in Dearborn ramps up Ford's ability to use virtual reality in solving problematic vehicle-assembly operations. Ergonomic issues are down 90%, and the number of days missed by injured employees has dropped 75%.

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Fuel Economy. Emissions. Safety. Comfort. Power. Thermal Management. Electrification.

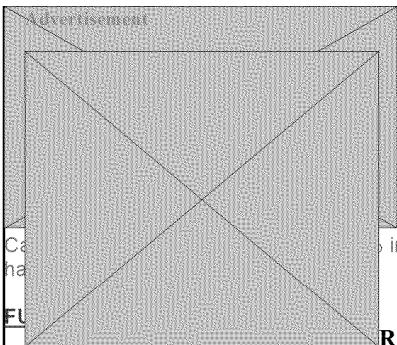
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Toyota: Tacoma Demand, Loyalty Stand Up to New GM Trucks



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A Toyota official credits the Colorado and
increase through July, saying the GM models

Rapid Manufacturing for Metals

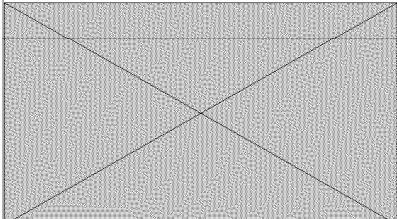
Proto Labs' latest materials-focused white paper explores metal properties and the molding, machining and 3D printing processes used to manufacture quick-turn parts. The paper examines materials ranging from soft metals like aluminum and magnesium to hard metals like steel and stainless steel. [Learn](#) which materials bring added strength, reduced weight and other benefits that help determine the right path to metal prototypes and low-volume production parts.

Which Republican candidate is best for the auto industry? Log In and Vote.

Jeb Bush Ben Carson Chris Christie Ted Cruz Carly Fiorina Jim Gilmore Lindsay Graham Mike Huckabee Bobby Jindal John Kasich George Pataki Rand Paul Rick Perry Marco Rubio Rick Santorum Donald Trump Scott Walker

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8-, 9-Speeds, CVTs Make '15 Gains



Although 6-speed automatic transmissions still dominate, 8- and 9-speed automatics and CVTs make further inroads in '15-model light-vehicles.

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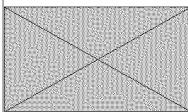
The race to 54.5 mpg by 2025 is on.

ArcelorMittal's commercially available advanced steel grades, coupled with emerging and longer-term breakthrough steels, provide Body-in-White weight reduction solutions that will help automakers achieve 54.5 mpg by 2025, at a lower cost – and with lower total life cycle CO₂ emissions – than competing materials. [Click Here](#)

Death of an LT4, Or What You Didn't Read in My Cadillac CTS-V Review

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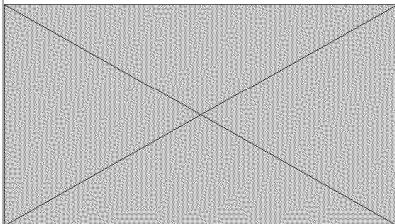


ROAD AHEAD BLOG

I'm relatively satisfied the bug that blew the engine will not make it into production units. But it's still an interesting story and deserves to be told.

[FULL ARTICLE](#)

'16 Cadillac CTS-V Express Jet for Street, Track

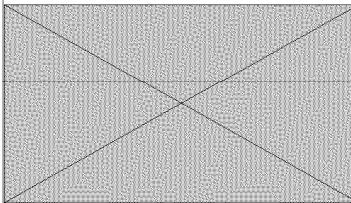


Test Drive

A 640-hp 6.2L supercharged LT4 V-8 spins up so quickly and pins its passengers into their seats so firmly you'd expect to hear, "flight attendants, prepare for departure," before taking off.

[FULL ARTICLE](#)

'16 Cadillac CTS-V



GALLERY

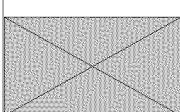
'16 Cadillac CTS-V tackles legendary Road America course in Elkhart Lake, WI.

Nanogenerator Stores Energy When Rubber Meets Road

The amount of energy saved can vary depending on the vehicle, but University of Wisconsin researcher Xudong Wang predicts about a 10.4% increase in the average vehicle's gas mileage, given a 50% friction energy conversion efficiency.

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Autoline Daily



Long-time automotive journalist and Ward's columnist John McElroy presents his take on the top industry news of the day.

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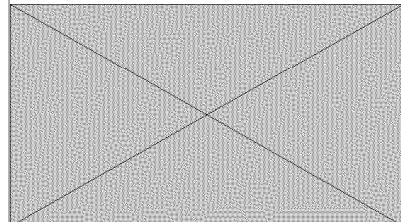
Digital Magazine

Lexus's Segment Share Undercut Without 3-Row RX

Lexus's Jeff Bracken says the Toyota luxury brand could make an announcement soon on a three-row RX, seemingly confirming reports of the CUV's existence.

[FULL ARTICLE](#)

Ford: Regional Hubs, Flexible Platforms Part of Emerging-Markets Strategy



There will be two versions of the next Focus, one with a more expensive independent rear suspension for mature markets and another with a less-expensive solid rear axle for cost-sensitive emerging markets, the automaker's purchasing chief reveals.

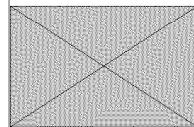
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European Parliament, Auto-Industry Groups Tout TTIP

A study by the Petersen Institute of International Economics contends harmonizing U.S.-EU safety and environmental regulations would boost the automotive trade at least 20%.

[FULL ARTICLE](#)

Merge Those Powertrain Operations



ROAD AHEAD BLOG

In the NAFTA market alone, GM, Ford and FCA will build nearly 9 million engines and 9 million transmissions this year. FCA estimates nearly 90% of that production overlaps.

[FULL ARTICLE](#)

Honda's Pilot Elite Rises Back to Top of Ad Ranking

Volkswagen and Dodge rejoin the Top 5 list, with overall TV ad spending flat for the week at \$75.8 million.

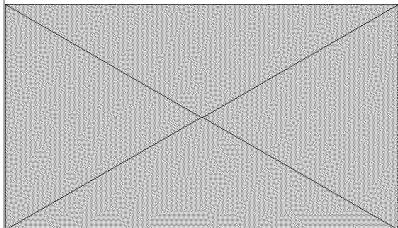
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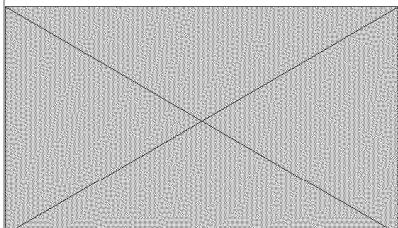
Pebble Beach Close Up



GALLERY

A closer look at some of the vehicles on display this past weekend in Carmel, CA, at the 65th annual Pebble Beach Concours d'Elegance.

2015 Pebble Beach Concours d'Elegance



GALLERY

Carmel, CA, hosted the 65th annual Pebble Beach Concours d'Elegance this past weekend, showcasing 200 exceptional vehicles dating from 1902 to 1966.

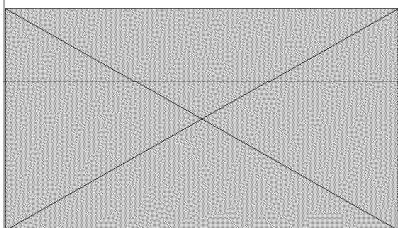
[FULL ARTICLE](#)

Imported Impala Stickers for Less in Korea Than U.S.

Despite special processing, shipping, import duties and other regulatory costs, the fullsize Chevrolet's sticker price in Korea is at least \$3,000 less than an identical car sold in the U.S. GM Korea CEO Sergio Rocha doesn't say how it is done.

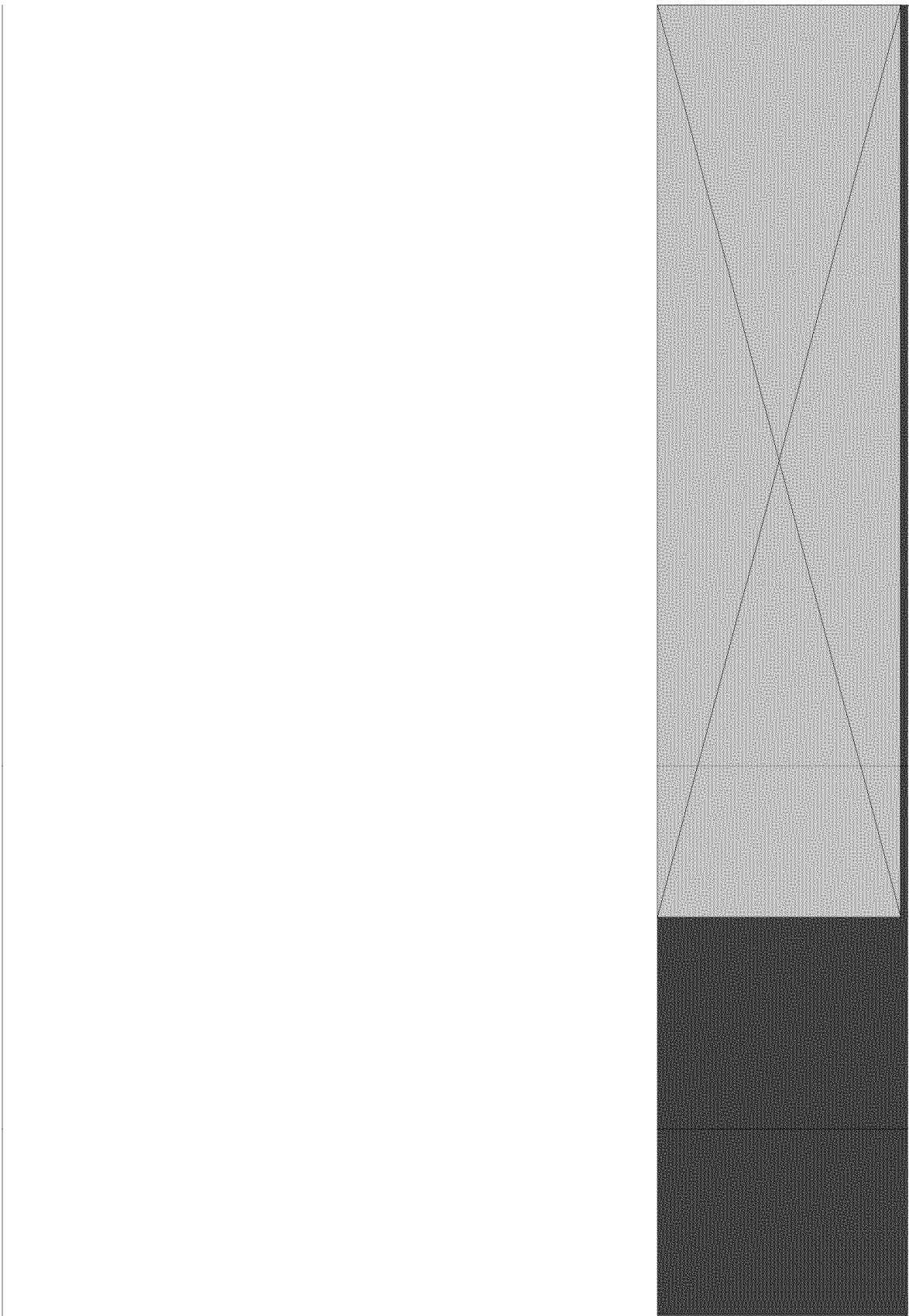
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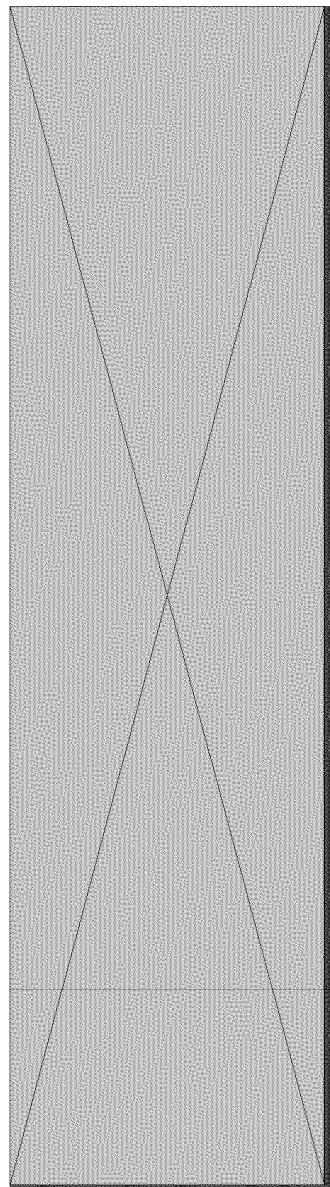
Kia Releases Rendering of Revamped Sportage



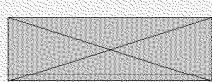
2015 Frankfurt Auto Show

Sources say a new drivetrain option will be available with the restyled CUV, which goes on sale next year.





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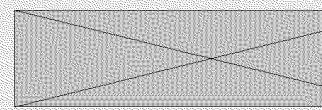
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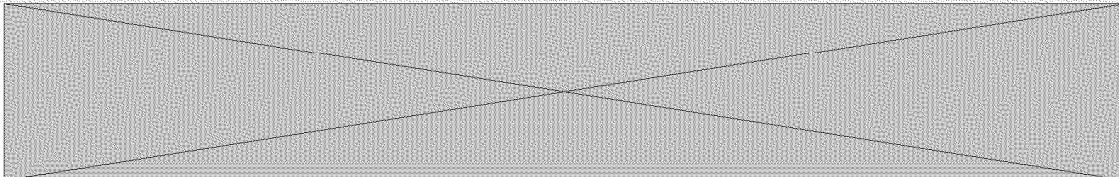
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The latest from your friends at GCR:

Tesla Hacking Bounty, 2015
Toyota Prius C Crash Tests,
VW Touareg Hybrid Dropped:
Today's Car News

Aug 10, 2015 03:30 pm | feedback@highgearmedia.com
(Stephen Edelstein)



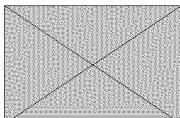
Today, Tesla raises its hacking bounty to \$10,000, the 2015 Toyota Prius C becomes an Insurance Institute for Highway Safety "Top Safety Pick," and the Volkswagen Touareg Hybrid is discontinued. All this and more on Green Car Reports. See what you may have missed last week with our Week in Reverse feature and video. Check out the video of a...

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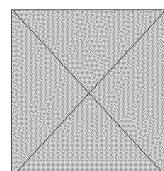
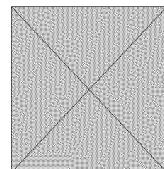
Car2Go Cutting Out
Portland's Lower-Income,
Racially Diverse Areas?

Aug 10, 2015 03:20 pm | feedback@highgearmedia.com
(Bengt Halvorson)



The Daimler-owned car-sharing operation Car2Go recently announced that it was massively reducing its coverage area around Portland, Oregon. According to

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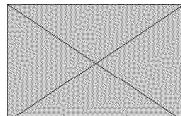


the company, it's simply a smart business move, one that will keep cars in areas where they'll be more likely to be used frequently, and less likely to be 'stranded.' DON'T...

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Electric-Car Mandates: Can't Meet 'Em, Makers Say, While Buyers 'Shrug' At Efficiency

Aug 10, 2015 03:15 pm | feedback@highgearmedia.com
(John Voelcker)



With the approaching midterm review of the Corporate Average Fuel Economy rules coming up in the next two years, automakers and advocates are positioning themselves to lobby for changes to the rules. Auto companies are preparing to push aggressively not only to have those rules tweaked, relaxed, or delayed, but to do the same to California's...

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Another Defunct Hybrid: 2016 Volkswagen Touareg SUV Loses Hybrid Option

Aug 10, 2015 02:45 pm | feedback@highgearmedia.com
(John Voelcker)



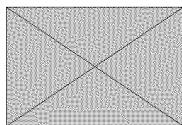
This is a tough time for hybrids. Gas prices are down, the fuel economy of other vehicles is rising steadily, and the aged Toyota Prius is now six years old and on the verge of replacement. So perhaps it's not surprising that one maker quietly withdraws a hybrid from its lineup--and a low-volume one at that. The 2016 Volkswagen Touareg, the German...

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Tesla CTO Hikes Hacking Bounty To \$10K (And Does A Shot)

Aug 10, 2015 01:00 pm | feedback@highgearmedia.com

(Stephen Edelstein)



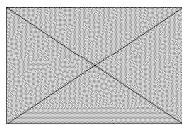
Tesla Motors chief technology officer JB Straubel appeared at Def Con last week to thank the hackers who uncovered vulnerabilities in Model S electric car software. And, since he was a newbie at the annual hacker convention in Las Vegas, Straubel had to do more than shake hands. Organizers made him take a shot of Glenlivet scotch--a Def Con...

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Latest Toyota Prius C Dubbed IIHS Top Safety Pick After Updates

Aug 10, 2015 12:45 pm | feedback@highgearmedia.com
(Stephen Edelstein)



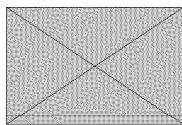
The 2015 Toyota Prius C hybrid subcompact has now become a "IIHS Top Safety Pick" among new cars, according to the Insurance Institute for Highway Safety. The crash-test ratings of the smallest Toyota hybrid improved after updates were made during the 2015 model year. These changes allowed the Prius C to go from a "poor" to an "acceptable" rating...

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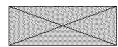
Test Pays BMW i3 Electric-Car Owners To Let Utility Delay Charging

Aug 10, 2015 12:30 pm | feedback@highgearmedia.com
(Stephen Edelstein)



The rise of modern electric cars has brought concerns that their cumulative charging needs could have an increasing impact on electric power grids. Too many cars charging at once might simply overwhelm the ability of the infrastructure to handle it, electric-car critics say. While most studies and utility executives discount much of this fear, BMW...

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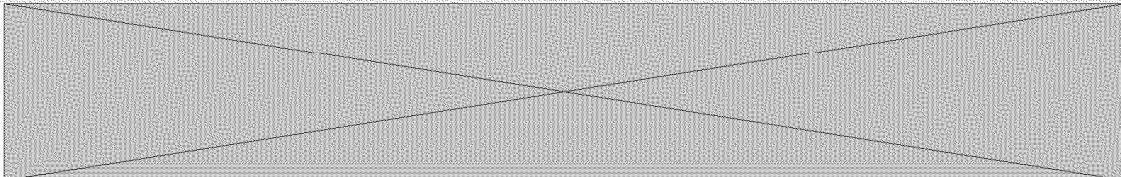
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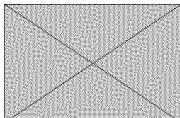


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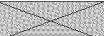
CA Renewable Hydrogen Rule: Forcing The Carbon Numbers To Work

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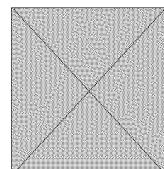
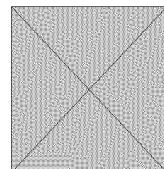


California's plan to reduce carbon emissions from transportation anticipates a mix of battery-electric and hydrogen fuel-cell vehicles. Recharging batteries from the electric grid is relatively simple, but producing hydrogen fuel requires a good deal of energy to split pure hydrogen out of other compounds. To ensure that the carbon footprint of...

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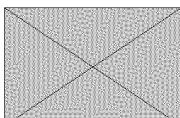


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2016 Mitsubishi i-MiEV Drive, 2015 Ford F-150 Crash Tests, EPA Power Plan Backlash: Today's Car News

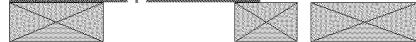
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Today, we drive the 2016 Mitsubishi i-MiEV electric car, the Insurance Institute for Highway Safety (IIHS) crash tests the 2015 Ford F-150 full-size

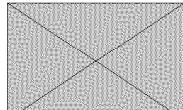
pickup truck, and analysts predict resistance to the Environmental Protection Agency's (EPA) Clean Power Plan emissions rules. All this and more on Green Car Reports. A lot has happened since the...

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Are These Tesla Model 3 Prototypes Under Those Sheets? (Video)

Aug 07, 2015 01:00 pm | feedback@highgearmedia.com
(Stephen Edelstein)



Tesla Motors says it will unveil the 200-mile, \$35,000 Model 3 electric car next year, ahead of a production start presently scheduled for 2017. The new sedan is a key part of Tesla's plan to build 500,000 cars per year by 2020. But while Tesla has already revealed the car's target price and range, it hasn't revealed anything about what the Model...

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Final EPA Power-Plant Rules: Far More Impact On Coal States

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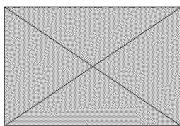
The completed rules issued this week by the EPA to limit carbon emissions from power plants run 1,560 pages—nighttime reading only for policy wonks. But the agency's final Clean Power Plan has changed considerably from the draft rules issued in June 2014. And as utility executives, advocacy groups, and politicians pore through the details, one...

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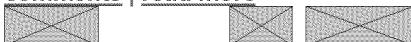
2016 Volkswagen e-Golf SE: \$30K Price For New Electric Car Version

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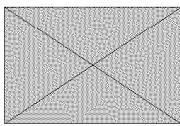
The 2016 Volkswagen e-Golf electric car's base price will drop by some \$4,500 compared to the 2015 model, thanks to the addition of a new entry-level model. The VW e-Golf SE will start at \$29,815 including destination, before any Federal, state, or local incentives. That compares to the \$36,415 starting price of the only other e-Golf trim level...

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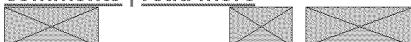
2015 Ford F-150 Aluminum-Body Pickup: Mixed IIHS Safety Scores

Aug 07, 2015 11:30 am | feedback@highgearmedia.com
(Stephen Edelstein)



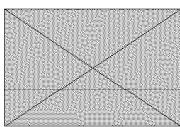
It was one of the biggest questions about the 2015 Ford F-150: How would the truck's aluminum cab and pickup bed fare in today's rigorous safety testing? While aluminum has been used for the bodies of several luxury cars before now, Ford's decision to deploy it on the best-selling and high-volume F-150 generated spirited discussions about the...

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2016 Mitsubishi i-MiEV: Drive Report Of 62-Mile Electric Minicar

Aug 07, 2015 11:00 am | feedback@highgearmedia.com
(Bengt Halvorson)



It's been nearly four years since the tiny Mitsubishi i-MiEV hit the market. And considering the rapid evolution and transformation of the electric-car market that's occurred over the past several times the earth has gone around the sun, that's really light years. So when we decided to go back and revisit the little i-MiEV, which...

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Dear Friend of the Auto Industry,

The recent National Academy of Sciences (NAS) study, "Cost, Effectiveness and Deployment of Fuel Economy Technologies for Light-Duty Vehicles," highlights areas for a rigorous review of the CAFE program, including cost estimates, fuel economy projections and consumer acceptance.

According to the NAS report, NHTSA and EPA need a better understanding of consumer response to the fuel economy rules:

Technologies With Trade-offs Face Barriers:

"A challenge in meeting the CAFE/GHG standards in 2020-2025 lies in what further improvements can be gained from the internal combustion engine. Failing that, vehicle manufacturers may encounter significant barriers in marketing new, consumer-facing technologies, especially those with perceived or real trade-offs in vehicle utility, such as driving range for limited range Battery Electric Vehicles."

Program Cost-Benefit Cannot Be Determined Without Consumer Data:

"There are a range of theories and explanations for why consumers may or may not value lifetime fuel savings...It is important to resolve these issues because they will affect the costs and benefits of the rule."

More Research Is Needed By Agencies:

"How much consumers actually value increases in fuel economy in new vehicles is critical to evaluating the costs and benefits of fuel economy and greenhouse gas standards, but the scientific literature does not provide a definitive answer." The report concludes that "agencies should do more research on consumer valuation of fuel economy and other vehicle attributes, and consumer response to unfamiliar technologies in the vehicle market."

For more information on consumers and fuel economy, please visit

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About the Auto Alliance

The Alliance of Automobile Manufacturers, the leading advocacy group for the auto industry, represents 77% of all car and light truck sales in the United States, including the BMW Group, Fiat Chrysler Automobiles, Ford Motor Company, General Motors Company, Jaguar Land Rover, Mazda, Mercedes-Benz USA, Mitsubishi Motors, Porsche, Toyota, Volkswagen Group of America and Volvo Cars North America.

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.....

From: Snyder, Jim
Required Attendees: McBryde, Dan; Smithson, Arlene; Wright, DavidA; Giles, Michael (EEO); Sigelko, Jenny (EEO); Horton, Garrett (VWGoA Imp); Schlueter, Hannah (EASZ/1); Kata, Leonard (EEO)
Location: AA-Room-Office-N125-ConfRoom/AA-OTAQ-OFFICE
Importance: Normal
Subject: Audi A3 e-tron PHEV Testing at EPA
Start Date/Time: Tue 8/11/2015 5:00:00 PM
End Date/Time: Tue 8/11/2015 6:00:00 PM

Audi is hoping to get their vehicle scheduled for week of 8/31,

Ex. 4 - CBI

Ex. 4 - CBI

To all:

On August 4, 2015, representatives from Volkswagen Group of America, Inc. (VWGoA) had a brief telephone conversation with EPA, which included discussion of certification of the 2016 model year Audi A3 e-tron plug-in hybrid vehicle. At that time, VWGoA informed EPA that confirmatory testing of this concept could begin the week of August 31, 2015, (assuming that the agency will request confirmatory testing at the EPA laboratory). A definite test date will not be established until submission of the test request.

EPA requested a meeting to provide the agency with information regarding vehicle technology, operating characteristics, and information concerning test considerations. In light of the short lead-time before the projected test date, we prefer to conduct this meeting as soon as possible.

Based on my notes from the recent telephone conference, I have listed the following discussion points:

- Coordination with the EPA Laboratory Branch, of the charging box; including necessary hardware, wiring, operation and so on.
- Vehicle operation strategy and function (e.g., blended mode, early engine start)
- Data handling
- Energy calculations
- Other

EPA informed VWGoA that PHEV testing can be completed quickly (within two weeks), but since the process is a long string of testing, it can take a longer period if something goes wrong (up to six weeks). Thus, the importance of having this discussion. As stated, the discussion would be by telephone. Call-in details are shown below.

@Jim - Tuesday afternoon August 11, 2015, is the soonest our colleagues in Germany would be available. An alternate meeting time would need to be after that date. Please let me know if this is acceptable. I expect that you may forward this invitation to other EPA staff.

Best regards,

Len

Leonard W. Kata
Senior Manager
Emission Regulations and Certification
Engineering and Environmental Office
Volkswagen Group of America, Inc.

Phone: (248) 754-4204
Cell: (248) 797-3886
Fax: (248) 754-4207
E-Mail: leonard.kata@vw.com

→ Join Skype Meeting

This is an online meeting for Skype for Business, the professional meetings and communications app formerly known as Lync.

Join by phone

+1 (248) 754-6400 (Auburn Hills)	English (United States)
+1 (855) 858-8080 (Auburn Hills)	English (United States)
+1 (248) 630-0170 (Auburn Hills)	English (United States)
+1 (248) 754-5055 (Auburn Hills)	English (United States)

[Find a local number](#)

Ex. 6

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[[OC([1033])]]

To: Snyder, Jim[Snyder.Jim@epa.gov]
From: Ganss, David
Sent: Tue 9/22/2015 2:04:23 PM
Subject: RE: Downfall parody of VW diesels

You're right. It's exploding.

It's a great opportunity also for you guys.

Do you think it's a good thing that its so big?

From: Snyder, Jim [mailto:Snyder.Jim@epa.gov]
Sent: Tuesday, September 22, 2015 10:01 AM
To: Ganss, David <GanssD@nrd.nissan-usa.com>
Subject: RE: Downfall parody of VW diesels

I knew this would be a big deal but its ballooning beyond what I could envision. I think management thought this would be one news cycle and they wanted to get in ahead of the Pope but it's not fading away.

From: Ganss, David [mailto:GanssD@nrd.nissan-usa.com]
Sent: Monday, September 21, 2015 10:47 AM
To: Fernandez, Antonio; Snyder, Jim; Ellies, Ben; Fernandez, Antonio
Subject: FW: Downfall parody of VW diesels

If you're familiar with the Downfall (Hitler's bunker scene) parody meme, you'll like this:

<https://youtu.be/dKef1JFpiCA>

David Ganss

Nissan Technical Center North America

A Division of Nissan North America, Inc.

Senior Engineer

Powertrain Technology Research

ganssd@ntcna.nissan-usa.com

PH: +1 248.488.4414

To: Ganss, David[GanssD@nrn.nissan-usa.com]; Fernandez, Antonio[fernandez.antonio@epa.gov]; Snyder, Jim[Snyder.Jim@epa.gov]; Fernandez, Antonio[fernandez.antonio@epa.gov]
From: Ellies, Ben
Sent: Mon 9/21/2015 5:34:41 PM
Subject: RE: Downfall parody of VW diesels

Ohhhhhh.....

And the Jalopnik article is great too.

Shazam.

Thanks for the heads up.

From: Ganss, David [mailto:GanssD@nrn.nissan-usa.com]
Sent: Monday, September 21, 2015 10:47 AM
To: Fernandez, Antonio; Snyder, Jim; Ellies, Ben; Fernandez, Antonio
Subject: FW: Downfall parody of VW diesels

If you're familiar with the Downfall (Hitler's bunker scene) parody meme, you'll like this:

<https://youtu.be/dKef1JFpiCA>

David Ganss

Nissan Technical Center North America

A Division of Nissan North America, Inc.

Senior Engineer

Powertrain Technology Research

ganssd@ntcna.nissan-usa.com

PH: +1 248.488.4414

To: Snyder, Jim[Snyder.Jim@epa.gov]
Cc: Allen, Gregory (EEO)[Gregory.Allen@vw.com]; Giles, Michael (EEO)[michael.giles@vw.com]
From: Rodgers, William (EEO)
Sent: Wed 9/16/2015 4:48:16 PM
Subject: Decision information

Hello Jim,

I have submitted a Decision Information file for tests

Ex. 4 - CBI

Ex. 4 - CBI [No manufacturer confirmatory tests are required. No re-labeling is expected.]

Regards,

Bill Rodgers

Emissions Certification Engineer

Volkswagen Group

3800 Hamlin Rd

Auburn Hills, MI 48326

p. (248) 754-4219

To: Snyder, Jim[Snyder.Jim@epa.gov]
From: Allen, Gregory (EEO)
Sent: Wed 9/16/2015 12:35:03 PM
Subject: Automatic reply: Volkswagen PHEV

Ex. 4 - CBI

Hello,

I will be out of the office
on Friday, September 18th.

Ex. 6

I will be returning to the

I will have access to e-mails during this time, but please expect a delay in my response

Thank You and Best Regards,

Greg Allen

VWGoA EEO

To: Danzeisen, Karen[Danzeisen.Karen@epa.gov]
Cc: Giles, Michael (EEO)[michael.giles@vw.com]; Snyder, Jim[Snyder.Jim@epa.gov]; Vincent E Coleman[vcoleman2@csc.com]; Allen, Gregory (EEO)[Gregory.Allen@vw.com]
From: Rodgers, William (EEO)
Sent: Wed 9/16/2015 11:38:42 AM
Subject: RE: Volkswagen PHEV § [redacted] Ex. 4 - CBI

It worked!!!!

Thanks for the help everyone.

@Jim – Can you follow up with Ben to see if next week is still possible for the testing. Our test vehicle arrived yesterday.

Regards,

Bill Rodgers

Emissions Certification Engineer

Volkswagen Group

3800 Hamlin Rd

Auburn Hills, MI 48326

p. (248) 754-4219

From: Danzeisen, Karen [mailto:Danzeisen.Karen@epa.gov]
Sent: Tuesday, September 15, 2015 5:12 PM
To: Rodgers, William (EEO)
Cc: Giles, Michael (EEO); Snyder, Jim

Subject: RE: Volkswagen PHEV Ex. 4 - CBI

Hi Bill,

Vince Coleman at the Verify Help Desk has been following your progress on this and let me know a little while ago that you attempted to submit your Supplemental Info but got an error. It looks like you removed the test details (e.g. fan placements, shift schedule ID, etc...) for Test Ex. 4 - CBI. I think if you add those two rows back into the submission it should work.

The standards look like they were acceptable as entered.

Karen

Karen E. Danzeisen
Information Technology Specialist
Office of Transportation and Air Quality
U.S. Environmental Protection Agency

danzeisen.karen@epa.gov
(734)214-4444

www.epa.gov/nvfel/

From: Rodgers, William (EEO) [mailto:William.Rodgers@vw.com]
Sent: Tuesday, September 15, 2015 10:01 AM
To: Danzeisen, Karen
Cc: Giles, Michael (EEO); Snyder, Jim
Subject: RE: Volkswagen PHEV Ex. 4 - CBI

Thanks Karen.

I have successfully submitted a Decision Information revision without [] **Ex. 4 - CBI**

@Jim – Once [] **Ex. 4 - CBI** are removed from the confirmatory test I can resubmit [] **Ex. 4 - CBI**. Of course it's understood that the [] **Ex. 4 - CBI** test will be run anyway.

Regards,

Bill Rodgers

Volkswagen Group

(248) 754-4219

From: Danzeisen, Karen [<mailto:Danzeisen.Karen@epa.gov>]
Sent: Tuesday, September 15, 2015 9:26 AM
To: Rodgers, William (EEO)
Cc: Giles, Michael (EEO); Snyder, Jim
Subject: RE: Volkswagen PHEV [] **Ex. 4 - CBI**

Hello Bill,

Thank you for these examples illustrating what's going on. The reason you get an abnormal error when you don't submit those [] **Ex. 4 - CBI** is because Verify is accepting whatever standards you are entering and then moving on to compile the necessary data to send to our Lab for scheduling. It's at this point that it reaches back to your Decision Info (DI) and grabs the "paired data" from the Test Number section of DI. The system is not designed to handle tests with multiple bag/phase data and that's where the crash occurs.

So, I think the next step is to attempt a Decision Information correction submission where you would remove your manufacturer test numbers for [] **Ex. 4 - CBI**. It's possible we may run into some problem because Jim has selected confirmatory tests already, but I think it's worth a try rather than scraping everything right off the bat. If it does work, then the next step would be to proceed to your [] **Ex. 4 - CBI** and [] **Ex. 4 - CBI**.

resubmitting that.

Let me know how it goes.

Karen

Karen E. Danzeisen
Information Technology Specialist
Office of Transportation and Air Quality
U.S. Environmental Protection Agency

danzeisen.karen@epa.gov
(734)214-4444

www.epa.gov/nvfel/

From: Rodgers, William (EEO) [mailto:William.Rodgers@vw.com]
Sent: Tuesday, September 15, 2015 8:22 AM
To: Danzeisen, Karen; Snyder, Jim
Cc: Giles, Michael (EEO)
Subject: Volkswagen PHEV Ex. 4 - CBI
Importance: High

Hello Karen and Jim,

I have attached the Supplemental Information (SI) and rejection submission report which include all test types required by the confirmatory test decision Ex. 4 - CBI

Additionally as indicated below we only get a Verify processing error when attempting to submit the SI with Ex. 4 - CBI emission names other than those emissions names listed in the attached rejection submission report.

Please assist in resolving this matter today to avoid test scheduling problems.

Regards,

Bill Rodgers

Volkswagen Group

(248) 754-4219

There was a problem processing your request

From

Verify Administrator

Date

9/15/2015 7:44:33 AM

There was an unexpected error processing your submission. Please retry your submission at a later date. If you continue to receive this message please contact the Verify Helpdesk. It can be reached through email (verifyhelp@csc.com) or by phone (1-888-890-1995 and choose option 4).

The rejection occurred at Tue Sep 15 07:44:21 EDT 2015 while processing document:

Ex. 4 - CBI

Vehicle ID: A **Ex. 4 - CBI**

Vehicle Configuration #: 0

Transaction Identifier: **Ex. 4 - CBI**

To: Rodgers, William (EEO)[William.Rodgers@vw.com]
Cc: Giles, Michael (EEO)[michael.giles@vw.com]; Snyder, Jim[Snyder.Jim@epa.gov]
From: Danzeisen, Karen
Sent: Tue 9/15/2015 2:04:27 PM
Subject: RE: Volkswagen PHEV

Ex. 4 - CBI

Yeah! I'm glad that worked. Let us know when you get the corresponding
successfully submitted.

Ex. 4 - CBI

Karen

Karen E. Danzeisen
Information Technology Specialist
Office of Transportation and Air Quality
U.S. Environmental Protection Agency

danzeisen.karen@epa.gov
(734)214-4444

www.epa.gov/nvfel/

From: Rodgers, William (EEO) [mailto:William.Rodgers@vw.com]
Sent: Tuesday, September 15, 2015 10:01 AM
To: Danzeisen, Karen
Cc: Giles, Michael (EEO); Snyder, Jim
Subject: RE: Volkswagen PHEV

Ex. 4 - CBI

Thanks Karen.

I have successfully submitted a Decision Information revision without test

Ex. 4 - CBI

@Jim – Once **Ex. 4 - CBI** are removed from the confirmatory test I can resubmit the **Ex. 4 - CBI**. Of course it's understood that the **Ex. 4 - CBI** test will be run anyway.

Regards,

Bill Rodgers

Volkswagen Group

(248) 754-4219

From: Danzeisen, Karen [mailto:Danzeisen.Karen@epa.gov]

Sent: Tuesday, September 15, 2015 9:26 AM

To: Rodgers, William (EEO)

Cc: Giles, Michael (EEO); Snyder, Jim

Subject: RE: Volkswagen PHEV Ex. 4 - CBI

Hello Bill,

Thank you for these examples illustrating what's going on. The reason you get an abnormal error when you don't submit those Ex. 4 - CBI is because Verify is accepting whatever standards you are entering and then moving on to compile the necessary data to send to our Lab for scheduling. It's at this point that it reaches back to your Decision Info (DI) and grabs the "paired data" from the Test Number section of DI. The system is not designed to handle tests with multiple bag/phase data and that's where the crash occurs.

So, I think the next step is to attempt a Decision Information correction submission where you would remove your manufacturer test numbers for test Ex. 4 - CBI. It's possible we may run into some problem because Jim has selected confirmatory tests already, but I think it's worth a try rather than scraping everything right off the bat. If it does work, then the next step would be to proceed to your Ex. 4 - CBI and resubmitting that.

Let me know how it goes.

Karen

Karen E. Danzeisen
Information Technology Specialist
Office of Transportation and Air Quality
U.S. Environmental Protection Agency

[danzeisen.karen@epa.gov](mailto:denzeisen.karen@epa.gov)
(734)214-4444

www.epa.gov/nvfel/

From: Rodgers, William (EEO) [mailto:William.Rodgers@vw.com]
Sent: Tuesday, September 15, 2015 8:22 AM
To: Danzeisen, Karen; Snyder, Jim
Cc: Giles, Michael (EEO)
Subject: Volkswagen PHEV Ex. 4 - CBI
Importance: High

Hello Karen and Jim,

I have attached the Supplemental Information (SI) and rejection submission report which include all test types required by the confirmatory test decision Ex. 4 - CBI

Additionally as indicated below we only get a Verify processing error when attempting to submit the SI with test Ex. 4 - CBI emission names other than those emissions names listed in the attached rejection submission report.

Please assist in resolving this matter today to avoid test scheduling problems.

Regards,

Bill Rodgers

Volkswagen Group

(248) 754-4219

There was a problem processing your request

From

Verify Administrator

Date

9/15/2015 7:44:33 AM

There was an unexpected error processing your submission. Please retry your submission at a later date. If you continue to receive this message please contact the Verify Helpdesk. It can be reached through email (verifyhelp@csc.com) or by phone (1-888-890-1995 and choose option 4).

The rejection occurred at Tue Sep 15 07:44:21 EDT 2015 while processing document:

Ex. 4 - CBI

Vehicle ID:

Ex. 4 - CBI

Vehicle Configuration #: 0

Transaction Identifier:

Ex. 4 - CBI

To: Snyder, Jim[Snyder.Jim@epa.gov]
Cc: Rodgers, William (EEO)[William.Rodgers@vw.com]
From: Giles, Michael (EEO)
Sent: Mon 9/14/2015 8:51:12 PM
Subject: VW Group - Ex. 4 - CBI

Ho Jim,

I was unable to submit a trimmed down supplemental XML with only a few tags for the coast down tags (these would be child tags under parent tag name ExhaustEmissionsStandardDetails).

As we have already determined, removing entries for the Ex. 4 - CBI will cause a rejection.

You mentioned possibly removing these tests from the "CTDI" which I believe means the ConfirmatoryTestDecisionInformation. How can we try that approach? Please let us know if we need to re-submit our Ex. 4 - CBI these have been selected.

Mike

Michael Giles

Certification Engineer

Engineering & Environmental Office (EEO)

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

Phone: 248 754 4229

Fax: 248 754 4207

<mailto:Michael.Giles@VW.com>

To: Snyder, Jim[Snyder.Jim@epa.gov]; verifyhelp@csc.com[verifyhelp@csc.com]
From: Rodgers, William (EEO)
Sent: Mon 9/14/2015 7:13:57 PM
Subject: RE: VW processing error

Correct Jim.

I get the Processing Error attached.

From: Snyder, Jim [mailto:Snyder.Jim@epa.gov]
Sent: Monday, September 14, 2015 3:12 PM
To: Rodgers, William (EEO); verifyhelp@csc.com
Subject: RE: VW processing error

And from what you said, **Ex. 4 - CBI** resulted in an immediate rejection, correct?

From: Rodgers, William (EEO) [mailto:William.Rodgers@vw.com]
Sent: Monday, September 14, 2015 3:09 PM
To: verifyhelp@csc.com
Cc: Snyder, Jim
Subject: VW processing error

Vince, We tried to submit **Ex. 4 - CBI**
Ex. 4 - CBI but still get the processing error attached.

Ex. 4 - cbi instead it will process but returns this rejection:

Transaction Status Details

Transaction Status Identifier : REJECTED

Ex. 4 - CBI

[REDACTED]

Ex. 4 - CBI

[REDACTED]

Please let me know a next step so we can get this SI submitted.

Bill Rodgers

Volkswagen Group

248-754-4219

There was a problem processing your request

From

Verify Administrator

Date

9/14/2015 2:57:50 PM

There was an unexpected error processing your submission. Please retry your submission at a later date. If you continue to receive this message please contact the Verify Helpdesk. It can be reached through email (verifyhelp@csc.com) or by phone (1-888-890-1995 and choose option 4).

The rejection occurred at Mon Sep 14 14:57:18 EDT 2015 while processing document:

[REDACTED]

Ex. 4 - CBI

[REDACTED]

Ex. 4 - CBI

Regards,

Bill Rodgers

EEO

To: Good, David[good.david@epa.gov]
Cc: Snyder, Jim[Snyder.Jim@epa.gov]; Kata, Leonard (EEO)[Leonard.Kata@vw.com]
From: Thomas, Richard (EEO)
Sent: Mon 9/14/2015 5:06:46 PM
Subject: FW: 2016 Audi S8

[Ex. 4 - CBI]

Hi Dave;

To summarize our phone discussion I have the following.

[Ex. 4 - CBI]

Ex. 4 - CBI

If you have any questions or I did not capture the discussion correctly please let me know.

Best regards,

Richard

From: Thomas, Richard (EEO)
Sent: Monday, September 14, 2015 11:59 AM
To: 'Good.David@epamail.epa.gov' <Good.David@epamail.epa.gov>
Cc: Jim Snyder (snyder.jim@epa.gov) <snyder.jim@epa.gov>; Kata, Leonard (EEO)
<Leonard.Kata@vw.com>
Subject: 2016 Audi S8

Hi Dave;

I guess you are in the office today (Monday). As a reminder, I have attached an email I wrote to you before your vacation week.

Ex. 4 - CBI

Ex. 4 - CBI

Best regards,

Richard

Richard E. Thomas

Senior Emission Certification Specialist

Engineering & Environmental Office (EEO)

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

Phone: 248 754 4213

Fax: 248 754 4207

mailto: Richard.Thomas@VW.com

To: Good, David[good.david@epa.gov]
Cc: Kata, Leonard (EEO)[Leonard.Kata@vw.com]
From: Thomas, Richard (EEO)
Sent: Tue 9/1/2015 1:52:34 PM
Subject: Running Change Fuel Economy 2016 Audi S8

Hi Dave;

A reminder to look into this issue when you have time on Thursday, maybe. First allow me to

Ex. 4 - CBI

Thanks,

Richard

Richard E. Thomas

Senior Emission Certification Specialist

Engineering & Environmental Office (EEO)

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

Phone: 248 754 4213

Fax: 248 754 4207

<mailto:Richard.Thomas@VW.com>

To: Good, David[good.david@epa.gov]
Cc: Snyder, Jim[Snyder.Jim@epa.gov]; Kata, Leonard (EEO)[Leonard.Kata@vw.com]
From: Thomas, Richard (EEO)
Sent: Mon 9/14/2015 3:59:12 PM
Subject: 2016 Audi S8

Ex. 4 - CBI

Hi Dave;

I guess you are in the office today (Monday). As a reminder, I have attached an email I wrote to you before your vacation week.

Ex. 4 - CBI

Ex. 4 - CBI

Best regards,

Richard

Richard E. Thomas

Senior Emission Certification Specialist

Engineering & Environmental Office (EEO)

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

Phone: 248 754 4213

Fax: 248 754 4207

mailto: Richard.Thomas@VW.com

To: Good, David[good.david@epa.gov]
Cc: Kata, Leonard (EEO)[Leonard.Kata@vw.com]
From: Thomas, Richard (EEO)
Sent: Tue 9/1/2015 1:52:34 PM
Subject: Running Change Fuel Economy 2016 Audi S8

Hi Dave;

A reminder to look into this issue when you have time on Thursday, maybe. First allow me to

Ex. 4 - CBI

Thanks,

Richard

Richard E. Thomas

Senior Emission Certification Specialist

Engineering & Environmental Office (EEO)

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

Phone: 248 754 4213

Fax: 248 754 4207

<mailto:Richard.Thomas@VW.com>

To: Snyder, Jim[Snyder.Jim@epa.gov]
From: Rodgers, William (EEO)
Sent: Mon 9/14/2015 2:15:13 PM
Subject: Supplemental data

I spoke too soon.

It looks like I cannot include

Ex. 4 - CBI

Bill

Transaction Status Details

Transaction Status Identifier : REJECTED

Transaction Message Text : Ex. 4 - CBI

Ex. 4 - CBI

Regards,

Bill Rodgers

EEO

To: Snyder, Jim[Snyder.Jim@epa.gov]
From: Rodgers, William (EEO)
Sent: Mon 9/14/2015 2:04:52 PM
Subject: PHEV supplemental data

Hi Jim,

I submitted the supplemental data as discussed. Thanks for the help.

Regards,

Bill Rodgers

Volkswagen Group

To: Snyder, Jim[Snyder.Jim@epa.gov]
From: [REDACTED] Ex. 7 (EEO)
Sent: Thur 9/10/2015 5:43:00 PM
Subject: RE: Durability

Ex. 4 - CBI

Hello Jim,

Thanks. Sorry, I wanted to call you this morning but the day got away from me with many other phone calls – all on the same topic. I heard from Byron you were putting together a list of questions, so if you have any don't hesitate to send them.

[Ex. 7]

From: Snyder, Jim [mailto:Snyder.Jim@epa.gov]
Sent: Thursday, September 10, 2015 1:41 PM
To: [REDACTED] Ex. 7 (EEO)
Subject: RE: Durability For

Ex. 4 - CBI

Thanks for the addition data. I will review it tomorrow.

Jim

From: [REDACTED] Ex. 7 (@vw.com)
Sent: Thursday, September 10, 2015 1:28 PM
To: Snyder, Jim
Cc: Wehrly, Linc; Bunker, Byron; [REDACTED] Ex. 7 @ARB' [REDACTED] Ex. 7 @arb.ca.gov';
[REDACTED] Ex. 7 @ARB; [REDACTED] Ex. 7 (@arb.ca.gov)
Subject: Durability For

Ex. 4 - CBI

Hello Jim,

Attached please find more details regarding the durability testing that Volkswagen carried out on

Ex. 4 - CBI

Thank you and best regards,

Ex. 7

To: Snyder, Jim[Snyder.Jim@epa.gov]
From: Rodgers, William (EEO)
Sent: Thur 9/10/2015 4:13:53 PM
Subject: RE: PHEV data

thanks

From: Snyder, Jim [mailto:Snyder.Jim@epa.gov]
Sent: Thursday, September 10, 2015 11:44 AM
To: Rodgers, William (EEO); Allen, Gregory (EEO)
Subject: PHEV data

Here is the latest Cmax PHEV data:

http://iaspub.epa.gov/otaqpub/display_file.jsp?docid=33392&flag=1

page 24 starts the CD UDDS data. Unfortunately I think the UDDSSs are out of order so it may confuse. Reviewing SAE 1711 (you should get it if you don't already) the end-of-test criterion is to run to a transition to CS UDDS and then continue running UDDSSs until you meet the net SOC <1% criteria .

Ex. 4 - CBI

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

To: Snyder, Jim[Snyder.Jim@epa.gov]
Cc: Rodgers, William (EEO)[William.Rodgers@vw.com];
Ex. 7
From: Ex. 7
Sent: Wed 9/9/2015 7:26:58 PM
Subject: RE: 2015MY (the Gen3) 2.0 diesel durability

Hello Jim:

Regarding your questions, the following response is provided by the emission certification group at Volkswagen AG.

Ex. 4 - CBI

If you have any further questions, please let us know.

Best regards,

Ex. 7

Ex. 7

Senior Manager

Emission Regulations and Certification

Engineering and Environmental Office

Volkswagen Group of America, Inc.

Phone: Ex. 7

Cell: Ex. 7

Fax: (248) 754-4207

E-Mail: Ex. 7

From: Snyder, Jim [mailto:Snyder.Jim@epa.gov]
Sent: Thursday, September 03, 2015 7:39 PM
To: Ex. 7@vw.com>
Cc: Ex. 7@vw.com>
Subject: 2015MY (the Gen3) 2.0 diesel durability

Ex. 7

I will be off Friday and of course Monday But rather than wait til Tuesday I want to ask for

Ex. 4 - CBI

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946

snyder.jim@epa.gov

To: Snyder, Jim[Snyder.Jim@epa.gov]
Cc: JJS home [jjsmymail@ameritech.net]
From: Wright, DavidA
Sent: Wed 9/2/2015 5:15:34 PM
Subject: RE: A Hot Rod D Wright could like

The only problem is I clicked on the link for the body kit, and the interwebs told me that page was no longer available, so, your supplier is apparently not making the 1927 speedway anymore.

From: Snyder, Jim
Sent: Wednesday, September 02, 2015 1:13 PM
To: Wright, DavidA
Cc: JJS home
Subject: RE: A Hot Rod D Wright could like

Doesn't that look like a fun EV? I think I'll forward this to my EV fan car buddies. Maybe I can get one to trade in their gas roadster for this.

From: Wright, DavidA
Sent: Wednesday, September 02, 2015 1:08 PM
To: Snyder, Jim
Subject: RE: A Hot Rod D Wright could like

God damned that is freaking gorgeous.

From: Snyder, Jim
Sent: Wednesday, September 02, 2015 12:31 PM
To: Wright, DavidA
Subject: FW: A Hot Rod D Wright could like

This DIY is much more affordable than Paul's 30K turnkey. Body/chassis is only \$3300 + surplus drive system.

From: JIM [mailto:jjsmymail@ameritech.net]
Sent: Tuesday, September 01, 2015 8:32 PM
To: Snyder, Jim
Subject: A Hot Rod D Wright could like

This was in a forum on "have-you-ever-built-a-hot-rod-tell-us-your-experiences" Looks like a Hot Rod but read the description.



A few months of grunting, some lead acid batteries, a VW transmission/front suspension, an electric motor and controller- and then a T bucket roadster miraculously appeared.

\$3,500 kit <http://www.speedwaymotors.com/Speedway-1927-...>

This is my buddy's.

144 V Wisconsin Electric-three Phase, Curtis Controller, looking at upgrading to LiPolys with the right supplier.

The roadster is pretty dang fast, essentially it's a big electric go cart. The VW tranny is pretty

much only useful in second or third gear with all that torque.

Batteries are dispersed for a 45/55 weight distribution. Range is about 50-60 miles with the lead acids. The plan was to make it fun and not too heavy at the cost of range. With LiPolys range could easily be tripled with a whole lot less weight.

That is awesome! And holy moly that's cheap for a rolling chassis with body!



To: Snyder, Jim[Snyder.Jim@epa.gov]
Cc: Allen, Gregory (EEO)[Gregory.Allen@vw.com]; Giles, Michael (EEO)[michael.giles@vw.com]
From: Rodgers, William (EEO)
Sent: Tue 9/1/2015 1:15:45 PM
Subject: RE: Audi Q7 questions

Hello Jim,

Ex. 4 - CBI

Let me know if you need more information.

Regards,

Bill Rodgers

Emissions Certification Engineer

VOLKSWAGEN GROUP OF AMERICA, INC.

Engineering and Environmental Office

Auburn Hills, MI

(248) 754-4219

[william.rodgers@vw.com](mailto:wiliam.rodgers@vw.com)

From: Rodgers, William (EEO)
Sent: Monday, August 31, 2015 3:53 PM
To: "Jim Snyder" (Snyder.Jim@epamail.epa.gov)
Cc: Allen, Gregory (EEO); Giles, Michael
Subject: Audi Q7 questions

Hello Jim,

I received your phone message late in the day regarding the 2017 Audi Q7:

Ex. 4 - CBI

Thanks,

Bill Rodgers

Emissions Certification Engineer

VOLKSWAGEN GROUP OF AMERICA, INC.

Engineering and Environmental Office

Auburn Hills, MI

(248) 754-4219

william.rodgers@vw.com

To: Snyder, Jim[Snyder.Jim@epa.gov]
From: Allen, Gregory (EEO)
Sent: Tue 9/1/2015 12:58:59 PM
Subject: [REDACTED] Ex. 4 - CBI

Hello Jim,

I've spoken with our Lamborghini certification colleagues, and they would like to (your schedule permitting of course) schedule a conference call within the next few days to discuss [REDACTED] **Ex. 4 - CBI**

Ex. 4 - CBI

Please let me know your schedule, and if EPA is willing to discuss I can send out a conference call meeting when a time has been agreed upon.

Thanks Jim.

Regards,

Greg Allen

VWGoA EEO

(248)754-4209

From: Glodich, Jeffrey (J.M.)
Location: Toyota, Ann Arbor
Importance: Normal
Subject: SAE J2263 LDVP Committee Meeting
Start Date/Time: Thur 9/24/2015 5:00:00 PM
End Date/Time: Thur 9/24/2015 7:30:00 PM

...

Purpose: Focused on J2263 next steps. Agenda TBD.

SAE Light-Duty Vehicle Performance and Economy Measures Committee Meeting 1-3:30 PM, Toyota Technical Center, Ann Arbor.

Call in numbe

Ex. 6

Access code

Web Address <https://www.connectmeeting.att.com> <<https://www.connectmeeting.att.com/>>

meeting id

Ex. 6

access code

From: Glodich, Jeffrey (J.M.)
Location: Toyota, Ann Arbor
Importance: Normal
Subject: SAE J1634 LDVP Committee Meeting
Start Date/Time: Thur 9/17/2015 5:00:00 PM
End Date/Time: Thur 9/17/2015 7:30:00 PM

Purpose: Agree on final updates before 1st level balloting.

SAE Light-Duty Vehicle Performance and Economy Measures Committee Meeting 1-3:30 PM, Toyota Technical Center, Ann Arbor.

Call in number **Ex. 6**

Access code

Web Address <https://www.connectmeeting.att.com> <<https://www.connectmeeting.att.com/>>

meeting id

access code **Ex. 6**

To: Snyder, Jim[Snyder.Jim@epa.gov]
Cc: Allen, Gregory (EEO)[Gregory.Allen@vw.com]; Giles, Michael (EEO)[michael.giles@vw.com]
From: Rodgers, William (EEO)
Sent: Fri 8/28/2015 5:11:15 PM
Subject: VW Group Decision Information

Hello Jim,

We have submitted the exhaust tests and decision information for the new generation

Ex. 4 - CBI

Ex. 4 - CBI

Regards,

Bill Rodgers

Emissions Certification Engineer

VOLKSWAGEN GROUP OF AMERICA, INC.

Engineering and Environmental Office

Auburn Hills, MI

(248) 754-4219

wiliam.rodgers@vw.com

To: Mazaitis, Vincent[mazaitis.vincent@epa.gov]
Cc: Snyder, Jim[Snyder.Jim@epa.gov]
From: Allen, Gregory (EEO)
Sent: Tue 8/25/2015 3:08:48 PM
Subject: RE: VW324-5-0017/16

Sounds good. We will see you in the morning.

Thanks.

Regards,

Greg Allen

VWGoA EEO

Work: (248) 754-4209

Cell: (989) 875-9031

From: Mazaitis, Vincent [mailto:mazaitis.vincent@epa.gov]
Sent: Tuesday, August 25, 2015 11:06 AM
To: Allen, Gregory (EEO) <Gregory.Allen@vw.com>
Cc: Snyder, Jim <Snyder.Jim@epa.gov>
Subject: VW324-5-0017/16

Good morning Gregory,

As the schedule is fluid, let's shoot for 7:00 am. If things change, I'll contact you by phone or e-mail.

Thanks,

Vince Mazaitis

To: Snyder, Jim[Snyder.Jim@epa.gov]
Cc: Rodgers, William (EEO)[William.Rodgers@vw.com]; Giles, Michael (EEO)[michael.giles@vw.com]; Kata, Leonard (EEO)[Leonard.Kata@vw.com]; Thomas, Richard (EEO)[Richard.Thomas@vw.com]
From: Allen, Gregory (EEO)
Sent: Thur 8/20/2015 6:10:45 PM
Subject: Volkswagen Test Vehicle Engineering Report - VW324-3-0108/16

Ex. 4 - CBI

Hello Jim,

Ex. 4 - CBI

This FEDV was originally scheduled to be confirmatory tested at EPA on June 10, 2015.

Ex. 4 - CBI

The report was also uploaded electronically to Verify. Please let us know if you have any questions/concerns with the report.

Thank You and Best Regards,

Greg Allen

VWGoA EEO

(248)754-4209

To: Snyder, Jim[Snyder.Jim@epa.gov]
From: Rodgers, William (EEO)
Sent: Thur 8/20/2015 2:07:16 PM
Subject: RE: VW Group Request for Approval

Thanks Jim.

From: Snyder, Jim [mailto:Snyder.Jim@epa.gov]
Sent: Wednesday, August 19, 2015 3:07 PM
To: Rodgers, William (EEO)
Subject: RE: VW Group Request for Approval

See attachment.

-Jim

From: Rodgers, William (EEO) [<mailto:William.Rodgers@vw.com>]
Sent: Wednesday, August 19, 2015 10:24 AM
To: Snyder, Jim
Subject: FW: VW Group Request for Approval
Importance: High

Jim,

I uploaded the RFA letter to Verify as {

Ex. 4 - CBI

Thanks,

Bill Rodgers

Emissions Certification Engineer

VOLKSWAGEN GROUP OF AMERICA, INC.

Engineering and Environmental Office

Auburn Hills, MI

(248) 754-4219

william.rodgers@vw.com

From: Rodgers, William (EEO)
Sent: Tuesday, August 18, 2015 11:02 AM
To: "Jim Snyder" (Snyder.Jim@epamail.epa.gov)
Cc: Schuetze, Michael (N/EA-521); Giles, Michael; Allen, Gregory (EEO)
Subject: VW Group Request for Approval
Importance: High

Hello Jim,

Ex. 4 - CBI

Thanks,

Bill Rodgers

Emissions Certification Engineer

VOLKSWAGEN GROUP OF AMERICA, INC.

Engineering and Environmental Office

Auburn Hills, MI

(248) 754-4219

william.rodgers@vw.com

To: Ross Gatzke[Ross.Gatzke@porsche.us]; Bill Rodgers
(william.Rodgers@vw.com)[william.Rodgers@vw.com]
Cc: Snyder, Jim[Snyder.Jim@epa.gov]
From: Mazaitis, Vincent
Sent: Thur 8/20/2015 12:10:13 PM
Subject: Ex. 4 - CBI

Ex. 4 - CBI

Please find enclosed, the **Ex. 4 - CBI**. If you have any questions or concerns, please contact me.

Thank you,

Vince Mazaitis

(734)214-4864

To: Snyder, Jim[Snyder.Jim@epa.gov]
From: Rodgers, William (EEO)
Sent: Wed 8/19/2015 2:24:19 PM
Subject: FW: VW Group Request for Approval

Jim,

I uploaded the RFA letter to Verify as

Ex. 4 - CBI

Thanks,

Bill Rodgers

Emissions Certification Engineer

VOLKSWAGEN GROUP OF AMERICA, INC.

Engineering and Environmental Office

Auburn Hills, MI

(248) 754-4219

william.rodgers@vw.com

From: Rodgers, William (EEO)
Sent: Tuesday, August 18, 2015 11:02 AM
To: "Jim Snyder" (Snyder.Jim@epamail.epa.gov)
Cc: Schuetze, Michael (N/EA-521); Giles, Michael; Allen, Gregory (EEO)
Subject: VW Group Request for Approval
Importance: High

Hello Jim,

Ex. 4 - CBI

Thanks,

Bill Rodgers

Emissions Certification Engineer

VOLKSWAGEN GROUP OF AMERICA, INC.

Engineering and Environmental Office

Auburn Hills, MI

(248) 754-4219

william.rodgers@vw.com

To: Snyder, Jim[Snyder.Jim@epa.gov]
From: Khan, Farrukh
Sent: Wed 8/19/2015 1:55:50 PM
Subject: FW: Questions regarding [redacted] **Ex. 4 - CBI**

Hi Jim,

Any update on this from Rob? Also can you give us some feedback on our presentation from 7/23/15 meeting on active engine and transmission warm up.

Thanks,

Farrukh

From: Snyder, Jim [mailto:Snyder.Jim@epa.gov]
Sent: Monday, August 03, 2015 3:34 PM
To: Khan, Farrukh <KhanF@NRD.NISSAN-USA.COM>
Subject: RE: Questions regarding [redacted] **Ex. 4 - CBI**

I forwarded it to Rob..

From: Khan, Farrukh [mailto:KhanF@NRD.NISSAN-USA.COM]
Sent: Monday, August 03, 2015 3:16 PM
To: Snyder, Jim
Subject: RE: Questions regarding [redacted] **Ex. 4 - CBI**

Hi Jim,

Can you please confirm with Rob French about the C/O expiration date?

Thanks,

Farrukh

From: Snyder, Jim [<mailto:Snyder.Jim@epa.gov>]
Sent: Tuesday, July 14, 2015 5:07 PM
To: Khan, Farrukh <KhanF@NRD.NISSAN-USA.COM>
Subject: RE: Questions regarding Ex. 4 - CBI

1. For carry-over. I haven't heard of any expiration date for carry-over. It will may be related to Tier 3 phase-in and allowable fuel. When the emissions tests used for Litmus are no longer valid or considered valid. Rob French may have a better response. He is out of the office until next week.
2. The released guidance was edited down to release sooner to give manufacturers more lead time. More detailed follow up documents will follow. I expect those statements or something similar will be in the upcoming document.
3. I attached the new Calculator. It is still new so let us know if you find any errors with it.

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: Khan, Farrukh [<mailto:KhanF@NRD.NISSAN-USA.COM>]
Sent: Tuesday, July 14, 2015 11:07 AM
To: Snyder, Jim
Subject: Questions regarding CD-15-15

Hi, Jim,

I received following questions from Japan regarding the latest EPA guidance letter (CD-15-15),

Question #1

Nissan will continue to use

Ex. 4 - CBI

Does this regulation has expiration date for this carry-over?

Question #2

In Nissan's understanding, EPA removed the following comment which was included in the draft.

What is the reason that EPA removed this?

"Model types that experience a change in label values relative to the 2016 model year (where the vehicle itself and the underlying label test data have not changed) may use the following language on the label to facilitate consumers' understanding of the difference in label values: "These estimates reflect new EPA methods beginning with 2017 models."

Question #3

Does EPA have a plan to update FE calculation spread sheet? See attached files that we received from Dave Good on May 08, 2010 and his original message below,

(Nissan is using this file to validate the FE number)

-----Original Message-----

From: Good.David@epamail.epa.gov [mailto:Good.David@epamail.epa.gov]

Sent: Saturday, May 08, 2010 7:37 PM

To: Darin_Johnson@AHM.Honda.com; peter_meier@ahm.honda.com;
richard.thomas@vw.com; dennis.reineke@vw.com; thomas.hofmann@bmwna.com;

wilhelm.hall@bmwna.com; deborah.a.zielesch@gm.com; adelarosa@ferrariusa.com;
clarue1@ford.com; rbabcock@hatci.com; Khan, Farrukh; ogumah@ntcna.nissan-usa.com;
vvarjabe@jaguar.com; drobertson@mazdausa.com; alex.travis@na.mitsubishi-motors.com;
wlewis@porschecars.com; tony.dambrosi@tema.toyota.com;
jennifer.jasperson@tema.toyota.com; balsip@suz.com; gbuffali@volvocars.com;
cander44@volvocars.com; plennvi@volvocars.com; jcabaniss@aiam.org;
r.maxwell@email.sae.org; remaxwell@comcast.net; gambrozaitis@autoalliance.org;
rseal3@jaguar.com; kbalmer@landrover.com; jyarrow@astonmartin.com;
kenboshart@msn.com; juliawinter@msn.com; jcusuman@ford.com; ddoku@maseratiusa.com;
shkim@hatci.com; vdauria@volvocars.com; doug.devries@gm.com; john.healey@mbusa.com;
dennis.pawlak@na.mitsubishi-motors.com; joan.whinihan@na.mitsubishi-motors.com;
luis.hernandez@suz.com; ross.gatzke@porsche.us; bstott@ferrariusa.com; m190@chrysler.com;
andreas.roessler@daimler.com; jdf14@chrysler.com; asw9@chrysler.com;
kkawag10@ford.com; kiriri@nano.tec.toyota.co.jp; dbarker@hatci.com;
RMacleish@lotuscars.com; dlister@lotuscars.co.uk; sway@lotuscars.co.uk;
SStewart@lotuscars.co.uk; woolery@subaru-research-mi.com; shinoharah@srd.subaru-fhi.co.jp;
JRugge@subaru.com; gheiser@ford.com; David.Henry@roush.com; rocco.bellino@roush.com;
shaun.roopnarine@mbusa.com; r-thomas.brunner@mbusa.com

Cc: Peavyhouse.Robert@epamail.epa.gov; Yang.Ching-Shih@epamail.epa.gov;
Manners.Mary@epamail.epa.gov; Wehrly.Linc@epamail.epa.gov

Subject: EPA Fuel Economy - Two 2011 EPA FE Calculators Attached (which manufacturers
might find helpful)

To manufacturers,

Attached is an Excel spreadsheet calculator which you might find
helpful. It contains a wealth of information about rounding procedures,
harmonic averaging, 5-cycle fuel economy label calculations, etc.
according to the latest EPA regulations and guidance letters, (including
the corrections & regulation changes in EPA's direct final rule
published on Nov 25, 2009, ref 74 FR 61537).

Also attached is a spreadsheet which I use to calculate derived 5-cycle FE Label values with several tabs containing annual fuel costs tables.

[Manufacturers' annual fuel cost calculations frequently have rounding errors (and other more significant errors) when I run the FE Guide tables for manufacturers.]

I think the macros, calculations and information in both spreadsheet are accurate, but if they are not accurate according to applicable regulations, the regulations take precedence.

If you find any mistakes, please contact Bob Peavyhouse and me (and we will correct the equations in the spreadsheets and resend to all).

Regards

(See attached file: 2011 EPA FE Calculator V01-w-no-CAFE-4-27-10.xls)

(See attached file: 5-cycle calcs-2008-2011-ann-fuel-cost-for release.410.xls)

----- Forwarded by David Good/AA/USEPA/US on 05/08/2010 06:57 PM -----

|----->

| From: |

|----->

>-----

|

| Robert Peavyhouse/AA/USEPA/US

|

>-----

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| To: |

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|

| OAR-OTAQ-CISD-
| LDVG |

>-----

|

|----->

| Cc: |

|----->

>-----

|

| Mary Manners/AA/USEPA/US@EPA, Ching-Shih Yang/AA/USEPA/US@EPA, Roberts
| French/AA/USEPA/US@EPA, Karen Danzeisen/AA/USEPA/US@EPA |

>-----

|

|----->

| Date: |

|----->

>-----

|

|04/27/2010 02:47 PM|

>-----

|

|----->

| Subject: |

|----->

>-----

|

|2011 EPA FE Calculator V01|

>-----

|

CISD-LDVG,

This is a comprehensive EPA fuel economy calculator that I created with
MINIMAL macros.

The only macro contained is a 1-line custom Excel function that performs

ASTM rounding.

Because no macro needs to be run, all calculations update as soon as the data is entered.

It calculates the following:

- 1) 2011+ labels using all 7 sets of fuel economy calculations
- 2) Label Range
- 3) Label Annual Fuel Cost
- 4) Gas guzzler fuel economy

It also contains an explanation of why we use harmonic averaging and why we use ASTM rounding.

Dave is going to send it out to the manufacturers in an effort to reduce a lot of their calculation errors.

I thought you all might want a copy as well (especially the manufacturer reps).

Robert Peavyhouse

Compliance and Innovative Strategies Division

U.S. EPA - Office of Transportation and Air Quality

phone: (734) 214-4814

fax: (734) 214-4869

email: peavyhouse.robert@epa.gov

website: <http://www.epa.gov/nvfel/>

Regards,

Farrukh

To: Snyder, Jim[Snyder.Jim@epa.gov]
Cc: Schuetze, Michael (N/EA-521)[Michael.Schuetze@audi.de]; Giles, Michael (EEO)[michael.giles@vw.com]; Allen, Gregory (EEO)[Gregory.Allen@vw.com]
From: Rodgers, William (EEO)
Sent: Tue 8/18/2015 3:02:16 PM
Subject: VW Group Request for Approval

Ex. 4 - CBI

Hello Jim,

Ex. 4 - CBI

Thanks,

Bill Rodgers

Emissions Certification Engineer

VOLKSWAGEN GROUP OF AMERICA, INC.

Engineering and Environmental Office

Auburn Hills, MI

(248) 754-4219

william.rodgers@vw.com

To: Snyder, Jim[Snyder.Jim@epa.gov]
Cc: Rodgers, William (EEO)[William.Rodgers@vw.com]; Giles, Michael (EEO)[michael.giles@vw.com]; Kata, Leonard (EEO)[Leonard.Kata@vw.com]; Thomas, Richard (EEO)[Richard.Thomas@vw.com]
From: Allen, Gregory (EEO)
Sent: Mon 8/17/2015 7:55:46 PM
Subject: Volkswagen Test Vehicle Engineering Report

[Ex. 4 - CBI]

Hello Jim,

Please see the attached engineering report for Vehicle ID:
(Automatic)

[Ex. 4 - CBI]

This FEDV is scheduled to be delivered to EPA on August 24,2015, with a scheduled test date of August 26,2015.

The attached report describes an issue that occurred during certification testing, as well as the steps that were taken to resolve the issue. We expect no influence on emissions or fuel economy with this repair.

The report was also uploaded electronically to Verify. Please let us know if you have any questions/concerns with the report.

Thank You and Best Regards,

Greg Allen

VWGoA EEO

(248)754-4209

VOLKSWAGEN

GROUP OF AMERICA

Mr. Jim Snyder
Compliance and Innovative Strategies Division
Office of Mobile Sources
U. S. Environmental Protection Agency
2000 Traverwood Drive
Ann Arbor, MI 48105

Leonard W. Kata Name
Manager Title
EO Department
248-754-4204 Phone
248-754-4207 Fax
leonard.kata@vw.com E-Mail

August 13, 2015 Date

Subject: MY 2016 Volkswagen Engineering Report for test vehicle: Ex. 4 - CBI

Dear Mr. Snyder,

We submit, with this letter, the engineering report for the Volkswagen Certification

Ex. 4 - CBI

VOLKSWAGEN GROUP OF AMERICA, INC.
3800 HAMLIN ROAD
AUBURN HILLS, MI 48326
PHONE +1 248 754 5000

If you have any questions with regard to this information please contact our office in Auburn Hills at (248) 754-4219.

Sincerely,



Leonard W. Kata
Volkswagen Group of America, Inc.

Engineering and Environmental Office

Enclosure(s)

Engineering Report

Report Number:

Test Group:

Effected Vehicle:

Ex. 4 - CBI

Problem:

Ex. 4 - CBI

Solution:

Comments: Total vehicle mileage remains within the required specifications for certification testing. No additional testing was performed after the transmission repair, and no change in emissions/fuel economy is expected.

To: Snyder, Jim[Snyder.Jim@epa.gov]
From: Kata, Leonard (EEO)
Sent: Mon 8/17/2015 7:39:17 PM
Subject: Volkswagen SIL Shift Speed Request.

Hello Jim:

As we had discussed previously, would you be able to send a written response to our request for

Ex. 4 - CBI

Best regards,

Len

Leonard W. Kata

Senior Manager

Emission Regulations and Certification

Engineering and Environmental Office

Volkswagen Group of America, Inc.

Phone: (248) 754-4204

Cell: (248) 797-3886

Fax: (248) 754-4207

E-Mail: leonard.kata@vw.com

To: Snyder, Jim[Snyder.Jim@epa.gov]
Cc: Wright, DavidA[Wright.DavidA@epa.gov]; McBryde, Dan[mcbryde.dan@epa.gov]; Smithson, Arlene[smithson.arlene@epa.gov]; Thomas, Richard (EEO)[Richard.Thomas@vw.com]; Giles, Michael (EEO)[michael.giles@vw.com]; Sigelko, Jenny (EEO)[Jenny.Sigelko@vw.com]; Rodgers, William (EEO)[William.Rodgers@vw.com]
From: Kata, Leonard (EEO)
Sent: Wed 8/12/2015 3:08:35 PM
Subject: RE: additional questions regarding the PHEV Testing

[Ex. 4 - CBI]

Hello Jim:

Attached are the Volkswagen responses to the questions raised during and after our conference call of Aug. 11, 2015, [Ex. 4 - CBI]. If any additional clarification is needed, do not hesitate to contact me.

Best regards,

Len

Leonard W. Kata

Senior Manager

Emission Regulations and Certification

Engineering and Environmental Office

Volkswagen Group of America, Inc.

Phone: (248) 754-4204

Cell: (248) 797-3886

Fax: (248) 754-4207

E-Mail: leonard.kata@vw.com

From: Snyder, Jim [mailto:Snyder.Jim@epa.gov]
Sent: Tuesday, August 11, 2015 2:56 PM
To: Kata, Leonard (EEO)
Subject: additional questions regarding the PHEV Testing

Len, there were some additional questions/comments brought up after the meeting. Please forward these to the appropriate persons.

Ex. 4 - CBI

4. Additionally, we all hope the testing goes smoothly. Detailed instructions and labeling on the vehicle for start procedure and testing procedure are always helpful and should be delivered with the vehicle. Photos of any indicators on the instrument panel to look for to confirm proper settings. Special fan placement? Seat belt req'd?

Jim Snyder
Light-Duty Vehicle Group
Compliance Division

United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

Plug-in Hybrid (A3 eTron) follow up questions EPA – Volkswagen meeting 08-11-2015

EPA Question:

What timing is Volkswagen planning for testing the Audi A3 etron at EPA?

VW Answer:

Our target is to have the vehicle tested at the end of September (Calender Week 40)

Ex. 4 - CBI

Ex. 4 - CBI

Plug-in Hybrid (A3 eTron) follow up questions EPA – Volkswagen meeting 08-11-2015

Ex. 4 - CBI

EPA Question:

Detailed instructions and labeling on the vehicle for start procedure and testing procedure are always helpful and should be delivered with the vehicle. Photos of any indicators on the instrument panel to look for to confirm proper settings. Special fan placement? Seat belt req'd?

VW Answer:

We will deliver a booklet with the vehicle we will bring to EPA.

To: Snyder, Jim[Snyder.Jim@epa.gov]
From: Kata, Leonard (EEO)
Sent: Tue 8/11/2015 6:58:47 PM
Subject: RE: additional questions regarding the PHEV Testing

Hello Jim:

I will forward these additional questions immediately. Thanks again to you and the other EPA staff for participating in the call.

Best regards,

Len

Leonard W. Kata

Senior Manager

Emission Regulations and Certification

Engineering and Environmental Office

Volkswagen Group of America, Inc.

Phone: (248) 754-4204

Cell: (248) 797-3886

Fax: (248) 754-4207

E-Mail: leonard.kata@vw.com

From: Snyder, Jim [mailto:Snyder.Jim@epa.gov]
Sent: Tuesday, August 11, 2015 2:56 PM
To: Kata, Leonard (EEO)
Subject: additional questions regarding the PHEV Testing

Len, there were some additional questions/comments brought up after the meeting. Please forward these to the appropriate persons.

Ex. 4 - CBI

4. Additionally, we all hope the testing goes smoothly. Detailed instructions and labeling on the vehicle for start procedure and testing procedure are always helpful and should be delivered with the vehicle. Photos of any indicators on the instrument panel to look for to confirm proper settings. Special fan placement? Seat belt req'd?

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

To: Snyder, Jim[Snyder.Jim@epa.gov]; McBryde, Dan[mcbryde.dan@epa.gov]; Smithson, Arlene[smithson.arlene@epa.gov]; Wright, DavidA[Wright.DavidA@epa.gov]; [REDACTED] **Ex. 7**

Ex. 7

Sent: Tue 8/11/2015 3:36:07 PM
Subject: RE: [REDACTED] Ex. 4 - CBI Testing at EPA
[REDACTED] **Ex. 4 - CBI**

To all:

In preparation for our telephone conference today at 1:00 p.m., I have attached a deck of slides. We will not have the ability to share graphics online. Therefore, please use these slides to follow along with the conversation.

Volkswagen Group of America, Inc. participants will join in the EEO Conference Room.

Best regards,

Ex. 7

[REDACTED] **Ex. 7**
Senior Manager
Emission Regulations and Certification
Engineering and Environmental Office
Volkswagen Group of America, Inc.

Ex. 7

----Original Appointment----

From: Snyder, Jim [mailto:Snyder.Jim@epa.gov]

Sent: Wednesday, August 05, 2015 4:42 PM

To: Snyder, Jim; McBryde, Dan; Smithson, Arlene; Wright, DavidA; [REDACTED]

Ex. 7

[REDACTED] **Ex. 7**

Subject: Audi A3 e-tron PHEV Testing at EPA

When: Tuesday, August 11, 2015 1:00 PM-2:00 PM (UTC-05:00) Eastern Time (US & Canada).

Where: AA-Room-Office-N125-ConfRoom/AA-OTAQ-OFFICE

Audi is hoping to get their vehicle scheduled for week of 8/31, although I haven't even seen the waiver request yet. Thought we should talk about lab testing details beforehand.

To all:

On August 4, 2015, representatives from Volkswagen Group of America, Inc. (VWGoA) had a brief telephone conversation with EPA, which included discussion of certification of [redacted]

Ex. 4 - CBI

[redacted] Ex. 4 - CBI vehicle. At that time, VWGoA informed EPA that confirmatory testing of this concept could begin the week of August 31, 2015, (assuming that the agency will request confirmatory testing at the EPA laboratory). A definite test date will not be established until submission of the test request.

EPA requested a meeting to provide the agency with information regarding vehicle technology, operating characteristics, and information concerning test considerations. In light of the short lead-time before the projected test date, we prefer to conduct this meeting as soon as possible.

Based on my notes from the recent telephone conference, I have listed the following discussion points:

Ex. 4 - CBI

EPA informed VWGoA that [redacted] Ex. 4 - CBI testing can be completed quickly (within two weeks), but since the process is a long string of testing, it can take a longer period if something goes wrong (up to six weeks). Thus, the importance of having this discussion. As stated, the discussion would be by telephone. Call-in details are shown below.

@Jim – Tuesday afternoon August 11, 2015, is the soonest our colleagues in Germany would be available. An alternate meeting time would need to be after that date. Please let me know if this is acceptable. I expect that you may forward this invitation to other EPA staff.

Best regards,

Ex. 7

[redacted] Ex. 7
Senior Manager
Emission Regulations and Certification
Engineering and Environmental Office
Volkswagen Group of America, Inc.

Ex. 7

→ Join Skype Meeting

This is an online meeting for Skype for Business, the professional meetings and communications app formerly known as Lync.

Join by phone

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+1 (855) 858-8080 (Auburn Hills)	English (United States)
+1 (248) 630-0170 (Auburn Hills)	English (United States)
+1 (248) 754-5055 (Auburn Hills)	English (United States)

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Ex. 6

[Forgot your dial-in PIN?](#) | [Help](#)

FOIA request

To: Snyder, Jim[Snyder.Jim@epa.gov]
Cc: Rodgers, William (EEO)[William.Rodgers@vw.com]; Giles, Michael (EEO)[michael.giles@vw.com]
From: Allen, Gregory (EEO)
Sent: Mon 8/10/2015 4:43:20 PM
Subject: Ex. 4 - CBI

Hello Jim,

As discussed --Today I uploaded the Ex. 4 - CBI testgroup.

As you know, this is an ongoing topic of discussion; and, although Ex. 4 - CBI has not been approved yet, we would appreciate your review of the application so that when the appropriate approvals are received we can expedite the certificate for this testgroup. As discussed, a cert request has not been generated yet for this testgroup, we will await the Ex. 4 - CBI pproval before we proceed with the cert request in Verify.

If you have any questions upon your review please feel free to contact us.

Regards,

Greg Allen

VWGoA EEO

(248)754-4209

From: Kata, Leonard (EEO)
Location: AA-Room-Office-N125-ConfRoom/AA-OTAQ-OFFICE
Importance: Normal
Subject: Accepted: Ex. 4 - CBI Testing at EPA
Start Date/Time: Tue 8/11/2015 5:00:00 PM
End Date/Time: Tue 8/11/2015 6:00:00 PM

;

To: Snyder, Jim[Snyder.Jim@epa.gov]
Cc: Schuetze, Michael (N/EA-521)[Michael.Schuetze@audi.de]; Kata, Leonard (EEO)[Leonard.Kata@vw.com]
From: Rodgers, William (EEO)
Sent: Thur 8/6/2015 4:14:15 PM
Subject: RE: Meeting request

Hello Jim,

Just as follow up to our phone conversation today. Please us informed about your schedule and we will make ourselves available during the week of August 17th. As discussed the purpose of the meeting will be to present our intention to use existing durability data from a [Ex. 4 - CBI] for Tier 3 compliance.

Ex. 4 - CBI

Regards,

Bill Rodgers

Emissions Certification Engineer

VOLKSWAGEN GROUP OF AMERICA, INC.

Engineering and Environmental Office

Auburn Hills, MI

(248) 754-4219

william.rodgers@vw.com

From: Snyder, Jim [mailto:Snyder.Jim@epa.gov]
Sent: Thursday, August 06, 2015 9:05 AM
To: Rodgers, William (EEO)
Cc: Schuetze, Michael (N/EA-521); Kata, Leonard (EEO)
Subject: RE: Meeting request

I can't promise a specific day right now. We are planning to do coastdown testing that week so I don't know when I'll be in the office. It depends on the weather each day. Rain and wind mean I'm available.

Ex. 4 - CBI

From: Rodgers, William (EEO) [<mailto:William.Rodgers@vw.com>]

Sent: Wednesday, August 05, 2015 8:15 AM

To: Snyder, Jim

Cc: Schuetze, Michael (N/EA-521); Kata, Leonard (EEO)

Subject: Meeting request

Hello Jim,

Myself and Michael Schuetze of Audi would like to meet with you at your offices to discuss alternative deterioration factors for upcoming certification of the [REDACTED] Ex. 4 - CBI [REDACTED] We plan to be at EPA late morning August 17th and all day August 19th supporting Porsche confirmatory testing so either day would work good for us. Please let us know if you are available these days and a place and time to meet.

Regards,

Bill Rodgers

Emissions Certification Engineer

VOLKSWAGEN GROUP OF AMERICA, INC.

Engineering and Environmental Office

Auburn Hills, MI

(248) 754-4219

william.rodgers@vw.com

From: Horton, Garrett (VWGoA Imp)
Location: AA-Room-Office-N125-ConfRoom/AA-OTAQ-OFFICE
Importance: Normal
Subject: Zugesagt Ex. 4 - CBI Testing at EPA
Start Date/Time: Tue 8/11/2015 5:00:00 PM
End Date/Time: Tue 8/11/2015 6:00:00 PM

;

To: Snyder, Jim[Snyder.Jim@epa.gov]
From: Schlueter, Hannah (EASZ/1)
Sent: Wed 8/5/2015 8:56:42 PM
Subject: Automatische Antwort: **Ex. 4 - CBI** Testing at EPA

Ich bin bis einschliesslich **Ex. 6** außer Haus.

I will be out of the office through **Ex. 6**.

Meine Emails werde ich nur sporadisch lesen können.

I will not be able to read my emails regularly.

To: Snyder, Jim[Snyder.Jim@epa.gov]
From: Kata, Leonard (EEO)
Sent: Wed 8/5/2015 6:54:09 PM
Subject: RE: PHEV calculation spreadsheet

Jim:

Will do. Did you see my meeting invitation to discuss Ex. 4 - CBI testing?

Len

Leonard W. Kata

Senior Manager

Emission Regulations and Certification

Engineering and Environmental Office

Volkswagen Group of America, Inc.

Phone: (248) 754-4204

Cell: (248) 797-3886

Fax: (248) 754-4207

E-Mail: leonard.kata@vw.com

From: Snyder, Jim [mailto:Snyder.Jim@epa.gov]

Sent: Wednesday, August 05, 2015 2:50 PM
To: Kata, Leonard (EEO)
Subject: PHEV calculation spreadsheet

Len, please pass this on to Hannah whoever is doing the numbers.

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: French, Roberts
Sent: Wednesday, August 05, 2015 2:01 PM
To: Snyder, Jim
Subject: RE: Questions regarding CD-15-15

There will be a new version in the next month or two that has a few more things automated and will add some new CAFÉ calculations that came about as a result of new legislation from last December (for MY16 CAFÉ).

Please let users know they should contact me with any questions.

Thanks,

Rob

Roberts W. French, Jr.

U.S. Environmental Protection Agency

National Vehicle and Fuel Emissions Laboratory

2000 Traverwood Drive

Ann Arbor, Michigan 48105

(734) 214-4380

To: Snyder, Jim[Snyder.Jim@epa.gov]
Cc: Schuetze, Michael (N/EA-521)[Michael.Schuetze@audi.de]; Kata, Leonard (EEO)[Leonard.Kata@vw.com]
From: Rodgers, William (EEO)
Sent: Wed 8/5/2015 12:15:16 PM
Subject: Meeting request

Hello Jim,

Myself and Michael Schuetze of Audi would like to meet with you at your offices to discuss [Ex. 4 - CBI] for upcoming certification of the [Ex. 4 - CBI]. We plan to be at EPA late morning August 17th and all day August 19th supporting [Ex. 4 - CBI] confirmatory testing so either day would work good for us. Please let us know if you are available these days and a place and time to meet.

Regards,

Bill Rodgers

Emissions Certification Engineer

VOLKSWAGEN GROUP OF AMERICA, INC.

Engineering and Environmental Office

Auburn Hills, MI

(248) 754-4219

william.rodgers@vw.com

To: Snyder, Jim[Snyder.Jim@epa.gov]
From: Kata, Leonard (EEO)
Sent: Tue 8/4/2015 12:49:05 PM
Subject: Telephone call

Hi Jim.

If you have a few minutes we have a couple of test rated questions. Could you call or tell me when you have about 15 minutes?

Thank you
Len

Sent from my iPhone

To: Snyder, Jim[Snyder.Jim@epa.gov]
From: Khan, Farrukh
Sent: Mon 8/3/2015 7:15:47 PM
Subject: RE: Questions regarding CD-15-15

Hi Jim,

Can you please confirm with Rob French about the

Ex. 4 - CBI

Thanks,

Farrukh

From: Snyder, Jim [mailto:Snyder.Jim@epa.gov]
Sent: Tuesday, July 14, 2015 5:07 PM
To: Khan, Farrukh <KhanF@NRD.NISSAN-USA.COM>
Subject: RE: Questions regarding CD-15-15

Ex. 4 - CBI

2. The released guidance was edited down to release sooner to give manufacturers more lead time. More detailed follow up documents will follow. I expect those statements or something similar will be in the upcoming document.

3. I attached the new Calculator. It is still new so let us know if you find any errors with it.

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: Khan, Farrukh [mailto:KhanF@NRD.NISSAN-USA.COM]
Sent: Tuesday, July 14, 2015 11:07 AM
To: Snyder, Jim
Subject: Questions regarding CD-15-15

Hi, Jim,

I received following questions from Ex. 4 - CBI regarding the latest EPA guidance letter (CD-15-15),

Question #1

Ex. 4 - CBI

Question #2

Ex. 4 - CBI

Question #3

Ex. 4 - CBI

-----Original Message-----

From: Good.David@epamail.epa.gov [mailto:Good.David@epamail.epa.gov]

Sent: Saturday, May 08, 2010 7:37 PM

To: Darin_Johnson@AHM.Honda.com; peter_meier@ahm.honda.com; richard.thomas@vww.com; dennis.reineke@vww.com; thomas.hofmann@bmwna.com; wilhelm.hall@bmwna.com; deborah.a.zielesch@gm.com; adelarosa@ferrariusa.com; elarue1@ford.com; rbabcock@hatci.com; Khan, Farrukh; ogumah@ntcna.nissan-usa.com; vvarjabe@jaguar.com; drobertson@mazdausa.com; alex.travis@na.mitsubishi-motors.com; wlewis@porschecars.com; tony.dambrosi@tema.toyota.com; jennifer.jasperson@tema.toyota.com; balsip@suz.com; gbuffali@volvocars.com; cander44@volvocars.com; plennvi@volvocars.com; jcabaniss@aiam.org; r.maxwell@email.sae.org; remaxwell@comcast.net; gambroza@autoalliance.org; rseal3@jaguar.com; kbalmer@landrover.com; jyarrow@astonmartin.com; kenboschart@msn.com; juliawinter@msn.com; jcusuman@ford.com; ddoku@maseratiusa.com; shkim@hatci.com; vdauria@volvocars.com; doug.devries@gm.com; john.healey@mbusa.com; dennis.pawlak@na.mitsubishi-motors.com; joan.whinihan@na.mitsubishi-motors.com; luis.hernandez@suz.com; ross.gatzke@porsche.us; bstott@ferrariusa.com; ml90@chrysler.com; andreas.roessler@daimler.com; jdf14@chrysler.com; asw9@chrysler.com; kkawag10@ford.com; kiriri@nano.tec.toyota.co.jp; dbarker@hatci.com; RMacleish@lotuscars.com; distler@lotuscars.co.uk; sway@lotuscars.co.uk; SStewart@lotuscars.co.uk; woolery@subaru-research-mi.com; shinoharah@srds.subaru-fhi.co.jp; JRugge@subaru.com; gheiser@ford.com; David.Henry@roush.com; rocco.bellino@roush.com; shaun.roopnarine@mbusa.com; r-thomas.brunner@mbusa.com

Cc: Peavyhouse.Robert@epamail.epa.gov; Yang.Ching-Shih@epamail.epa.gov; Manners.Mary@epamail.epa.gov; Wehrly.Linc@epamail.epa.gov

Subject: EPA Fuel Economy - Two 2011 EPA FE Calculators Attached (which manufacturers might find helpful)

To manufacturers,

Attached is an Excel spreadsheet calculator which you might find helpful. It contains a wealth of information about rounding procedures, harmonic averaging, 5-cycle fuel economy label calculations, etc. according to the latest EPA regulations and guidance letters, (including the corrections & regulation changes in EPA's direct final rule published on Nov 25, 2009, ref 74 FR 61537).

Also attached is a spreadsheet which I use to calculate derived 5-cycle FE Label values with several tabs containing annual fuel costs tables. [Manufacturers' annual fuel cost calculations frequently have rounding errors (and other more significant errors) when I run the FE Guide tables for manufacturers.]

I think the macros, calculations and information in both spreadsheet are accurate, but if they are not accurate according to applicable regulations, the regulations take precedence.

If you find any mistakes, please contact Bob Peavyhouse and me (and we will correct the equations in the spreadsheets and resend to all).

Regards

(See attached file: 2011 EPA FE Calculator V01-w-no-CAFE-4-27-10.xls)

(See attached file: 5-cycle calcs-2008-2011-ann-fuel-cost-for
release.410.xls)

----- Forwarded by David Good/AA/USEPA/US on 05/08/2010 06:57 PM -----

|----->

| From: |

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| Robert Peavyhouse/AA/USEPA/US

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| To: |

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| OAR-OTAQ-CISD-
LDVG |

>-----

|

|----->

| Cc: |

|----->

>-----

|

| Mary Manners/AA/USEPA/US@EPA, Ching-Shih Yang/AA/USEPA/US@EPA, Roberts
French/AA/USEPA/US@EPA, Karen Danzeisen/AA/USEPA/US@EPA |

>-----

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|----->

| Date: |

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| 04/27/2010 02:47 PM |

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|----->

| Subject: |

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| 2011 EPA FE Calculator V01 |

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CISD-LDVG,

This is a comprehensive EPA fuel economy calculator that I created with MINIMAL macros.

The only macro contained is a 1-line custom Excel function that performs ASTM rounding.

Because no macro needs to be run, all calculations update as soon as the data is entered.

It calculates the following:

- 1) 2011+ labels using all 7 sets of fuel economy calculations
- 2) Label Range
- 3) Label Annual Fuel Cost
- 4) Gas guzzler fuel economy

It also contains an explanation of why we use harmonic averaging and why we use ASTM rounding.

Dave is going to send it out to the manufacturers in an effort to reduce a lot of their calculation errors.

I thought you all might want a copy as well (especially the manufacturer reps).

Robert Peavyhouse

Compliance and Innovative Strategies Division

U.S. EPA - Office of Transportation and Air Quality

phone: (734) 214-4814

fax: (734) 214-4869

email: peavyhouse.robert@epa.gov

website: <http://www.epa.gov/nvfel/>

Regards,

Farrukh

To: Glodich, Jeffrey (J.M.)[jglodich@ford.com]
Cc: 'ball.joel@epa.gov'[ball.joel@epa.gov]; 'RMiller@hatci.com'[RMiller@hatci.com]; 'snyder.jim@epa.gov'[snyder.jim@epa.gov]; 'tommy_chang@ahm.honda.com'[tommy_chang@ahm.honda.com]; 'tom.beierschmitt@tema.toyota.com'[tom.beierschmitt@tema.toyota.com]; brian.mace@horiba.com[brian.mace@horiba.com]; Christopher J Twarog [christopher.twarog@gm.com]; McCarthy, Chris (C.)[CMCCAR61@ford.com]; Chris Nevers[CNevers@autoalliance.org]; david.woods@chrysler.com[david.woods@chrysler.com]; 'Douglas Reid'[Douglas.Reid@na.mitsubishi-motors.com]; "Beth Perry <eperry@sae.org>" <BethPerry[eperry@sae.org]perry>; guanghui.cai@gm.com[guanghui.cai@gm.com]; 'Schlueter, Hannah (EASZ/1)'[hannah.schlueter@volkswagen.de]; 'Jeff Foor'[jdf14@chrysler.com]; Jenny.Sigelko@vw.com[Jenny.Sigelko@vw.com]; JNIKEUS@volvocars.com[JNIKEUS@volvocars.com]; Peabody, Jason (J.A.)[jpeabod6@ford.com]; 'Keith Thompson'[Keith.Thompson@bepco.com]; kyle.bedsole@gm.com[kyle.bedsole@gm.com]; 'Marc Belzile'[marc.a.belzile@tc.gc.ca]; 'Duoba, Mike'[mduoba@anl.gov]; Mahrous Michel (FCA) <michel.mahrous@fcagroup.com>[michel.mahrous@fcagroup.com]; mike.timmerman@horiba.com[mike.timmerman@horiba.com]; 'Mahmoud Yassine'[mky@chrysler.com]; 'mark paxton'[mpaxton@ganassi.com]; 'Meyer, Norm'[norm.meyer@tc.gc.ca]; Yuhase, Nicole (L.)[nyuhase@ford.com]; Okawa, Naoyasu (N.)[okawa.n@mazda.co.jp]; 'Berg, Olle ()'[olle.berg@volvocars.com]; Ott, William[ott.william@epa.gov]; Buller, Patrick[patrick.buller@volvocars.com]; Paulina, Carl[paulina.carl@epa.gov]; 'Peter Z. Janosi'[peter.janosi@roush.com]; 'Bob Maxwell'[remaxwell@comcast.net]; 'Roxanne Loeffler'[rloeffler@sae.org]; Dr. Robert Otto Rasmussen, PE [Robotto@TheTranstecGroup.com]; sconrad@hatci.com [sconrad@hatci.com]; Ex. 6 steve.baldus@gm.com[steve.baldus@gm.com]; Suanne.Thomas@vw.com[Suanne.Thomas@vw.com]; Beierschmitt, Thomas (T.A.)[tbeiers1@ford.com]; Vineet Mehta[vineet@teslamotors.com]; William Beggs <william.beggs@gm.com>[william.beggs@gm.com]; william.meschievitz@tema.toyota.com[william.meschievitz@tema.toyota.com]; Wright, DavidA[Wright.DavidA@epa.gov]; yosuke_sato@ahm.honda.com[yosuke_sato@ahm.honda.com]

From: Dennis Pawlak
Sent: Wed 8/26/2015 6:22:15 PM
Subject: Re: Upcoming SAE LDVP Committee Meetings

Those dates are fine with me.

Best Regards,

Dennis M. Pawlak
Manager, Vehicle Verification
Mitsubishi Motors R&D of America, Inc.
dennis.pawlak@na.mitsubishi-motors.com
Office: 734-477-6146 fax: 734-971-0901
Cell: 734-674-4546

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#####

From: "Glodich, Jeffrey (J.M.)" <jglodich@ford.com>
To: ""ball.joel@epa.gov"" <ball.joel@epa.gov>, "Beierschmitt, Thomas (T.A.)" <tbeiers1@ford.com>, ""Berg, Olle ()"
<olle.berg@volvocars.com>, ""Beth Perry <eperry@sae.org>" <BethPerry<eperry@sae.org>, "Bob Maxwell"
<remaxwell@comcast.net>, "brian.mace@horiba.com" <brian.mace@horiba.com>, "Buller, Patrick"
<patrick.buller@volvocars.com>, "Carl Paulina" <Paulina.Carl@epamail.epa.gov>, Chris Nevers <CNevers@autoalliance.org>, "Christopher J Twarog" <christopher.twarog@gm.com>, "david.woods@chrysler.com" <david.woods@chrysler.com>, "Dennis Pawlak" <Dennis.Pawlak@na.mitsubishi-motors.com>, "Douglas Reid" <Douglas.Reid@na.mitsubishi-motors.com>, "Dr. Robert Otto Rasmussen, PE" <Robotto@TheTranstecGroup.com>, "Duoba, Mike" <mduoba@anl.gov>, "Glodich, Jeffrey (J.M.)"
<jglodich@ford.com>, "guanghui.cai@gm.com" <guanghui.cai@gm.com>, "Jeff Foor" <jdf14@chrysler.com>, "Jenny.Sigelko@vw.com" <Jenny.Sigelko@vw.com>, "JNKEUS@volvocars.com" <JNKEUS@volvocars.com>, "Keith Thompson"
<Keith.Thompson@bepco.com>, "kyle.bedsole@gm.com" <kyle.bedsole@gm.com>, "Mahmoud Yassine" <mky@chrysler.com>, "Mahrous Michel (FCA) <michel.mahrous@fcagroup.com>" <michel.mahrous@fcagroup.com>, "Marc Belzile"
<marc.a.belzile@tc.gc.ca>, "mark paxton" <mpaxton@ganassi.com>, "McCarthy, Chris (C.)" <CMCCAR61@ford.com>, "Meyer,
Norm" <norm.meyer@tc.gc.ca>, "mike.timmerman@horiba.com" <mike.timmerman@horiba.com>, "Okawa, Naoyasu (N.)"
<okawa.n@mazda.co.jp>, "Peabody, Jason (J.A.)" <jpeabod6@ford.com>, "Peter Z. Janosi" <peter.janosi@roush.com>,
"RMiller@hatci.com" <RMiller@hatci.com>, "Roxanne Loeffler" <rloeffler@sae.org>, "Schlueter, Hannah (EASZ/1)"
<hannah.schlueter@volkswagen.de>, "sconrad@hatci.com" <sconrad@hatci.com>, "snyder.jim@epa.gov"
<snyder.jim@epa.gov>, "Steve Karamihas" <stevemk@umich.edu>, "steve.baldus@gm.com" <steve.baldus@gm.com>,
"Suanne.Thomas@vw.com" <Suanne.Thomas@vw.com>, "tom.beierschmitt@tema.toyota.com"
<tom.beierschmitt@tema.toyota.com>, "tommy_chang@ahm.honda.com" <tommy_chang@ahm.honda.com>, Vineet Mehta
<vineet@teslamotors.com>, "William Beggs <william.beggs@gm.com>" <william.beggs@gm.com>, "William Ott"
<Ott.William@epamail.epa.gov>, "william.meschievitz@tema.toyota.com" <william.meschievitz@tema.toyota.com>, "Wright,
DavidA" <Wright.DavidA@epa.gov>, "yosuke_sato@ahm.honda.com" <yosuke_sato@ahm.honda.com>, "Yuhase, Nicole (L.)"
<nyuhase@ford.com>
Date: 08/26/2015 12:30 PM
Subject: Upcoming SAE LDVP Committee Meetings

All,

Please send me your input on the following proposed dates for the next J1634 and J2263 meetings:

SAE J1634 Sept 17th

SAE J2263 Sept 24th

Thanks,

Jeff

Jeff Glodich

Ford Motor Company

Vehicle Environmental Regulatory Strategy and Planning

217-E4 WHQ

(313) 845-1579

To: Wehrly, Linc[wehrly.linc@epa.gov]
From: Transport Topics
Sent: Tue 9/22/2015 4:05:28 PM
Subject: ATRI Survey - Nearly Half of Commercial Vehicle Drivers Wouldn't Pay for Reserved Parking:
TT Express

To view in browser, [Click here.](#)

September 22, 2015

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IN THIS ISSUE:

- ATRI Survey: Nearly Half of Commercial Vehicle Drivers Wouldn't Pay for Reserved Parking**
- Capitol Agenda for the Week of Sept. 22: A Matter of Priorities**
- Peloton On-Highway Platooning Test to Take Place in Texas**
- And more...**

= Premium Content (TT subscription required)

THIS NEWSLETTER SPONSORED BY:

ATRI Survey: Nearly Half of Commercial Vehicle Drivers Wouldn't Pay for Reserved Parking

Nearly half of commercial vehicle drivers participating in a survey said they would refuse to pay for reserved parking, according to new American Transportation Research Institute research.

Capitol Agenda for the Week of Sept. 22: A Matter of Priorities

Scott Darling has not yet been confirmed as the new head of the Federal Motor Carrier Safety Administration, but we do now know what his priorities as the acting chief are for the rest of this year. Here's what is ahead for trucking this week on Capitol Hill.

Peloton On-Highway Platooning Test to Take Place in Texas

ORLANDO, Fla. - An executive at Peloton Technology said Texas is where the initial on-highway tests of the company's platooning system will take place next year.

This week's cartoon: "Good Luck At SuperTech"

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Georgia Truck Association, Carriers Sue Over Local Fuel Sales Tax

The Georgia Motor Truck Association and three carriers have filed a class action lawsuit against the state Department of Revenue alleging that a new law allowing cities and counties to impose a 1% per-gallon fuel sales tax is unconstitutional.

Omnitracs Executive Optimistic About FMCSA Final Rule on ELDs Will Address Industry Concerns

ORLANDO, Fla. - An executive with Omnitracs said he is optimistic the federal government's final rule on the mandatory use of electronic logging devices will address concerns previously raised by the trucking industry.

National Diesel Average Drops to Lowest Level Since June 2009

The average price of diesel fuel in the United States declined to the lowest level since June 2009, the Department of Energy reported Sept. 21.

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Volkswagen Scandal Harkens Back to Truck Engine Makers' 1998 Battle With EPA

The U.S. Environmental Protection Agency said Volkswagen cheated on air-pollution rules for its diesel cars with a defeat device, reminiscent of 1998 when heavy-duty truck manufacturers were doing the same thing.

TMC SuperTech Gets Under Way in Orlando

The 11th annual TMC SuperTech competition is under way in Orlando, Florida, with 145 truck technicians vying for the title of Grand Champion.

Help, Drivewyze Add Electronic Prescreening Sites

Heavy-duty truck electronic prescreening and clearance networks Help Inc., which relies on transponders, and Drivewyze Inc., which uses mobile devices, announced additional sites across the country.

Span Alaska Cites LTL Freight Forwarding in Purchase of Pacific Alaska Freightways

Freight forwarder Span Alaska Transportation has acquired transportation services provider Pacific Alaska Freightways, creating what Span Alaska termed the largest less-than-truckload freight forwarder serving Alaska.

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More Business Awaits if Intermodal Service Improves Further

FORT LAUDERDALE, Fla. - Railroads have made progress in improving service quality this year, compared with last year's delay-plagued operations, but they will have to keep improving to win more business from customers, shippers said.

N.Y., N.J. Ask US to Pay Half of \$20 Billion Rail Tunnel

Govs. Chris Christie of New Jersey and Andrew Cuomo of New York want the federal government to pay half of a \$20 billion commuter rail tunnel under the Hudson River.

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IronPlanet Raises \$55 Million in Funding

Online truck auction company IronPlanet said it closed a \$55 million senior secured credit facility that was used to pay off a loan and provide growth funding.

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To: Snyder, Jim[Snyder.Jim@epa.gov]
From: Industry Information from SAE International
Sent: Wed 9/16/2015 12:07:42 AM
Subject: Join us - SAE V2V/V2I Cooperative Mobility Panel session at ITS World Congress

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**SAE
International
Cooperative
Mobility Panel
Session**
October 8, 2015
ITS WORLD
CONGRESS,
Bordeaux, France

SAE Panel Session at 2015 ITS World Congress

**Topic: Cooperative Mobility - when
the standards meet the road**

**Panel: Vehicle to
Vehicle/Infrastructure Plenary**

SAE International will organize an expert panel discussion at the 2015 World Congress on Intelligent Transport System (ITS Congress) in Bordeaux, France. Through the main theme "Towards Intelligent Mobility – Better Use of Space", the ITS Congress will focus not only on how achieving intelligent mobility will change our lives but also on the benefits space can bring to ITS applications.

The session audience will learn about standards development, automotive design, testing, and rulemaking stages from a US perspective and highlighting SAE standards.

**Topics to be covered at the panel session
organized by SAE International:**

- The need of standards in regulations
- Necessity for cooperative vehicle and road interaction in the context of connectivity/automated technology
- The need for testing as the driver for a more robust and reliable vehicle and road design

Moderator: Jack Pokrzywa, Director, Global Ground Vehicle Standards, SAE International

Panelists:

- King Gee, Director of Engineering and Technical Services, AASHTO
- Peter Sweatman, Director, Mobility Transformation Center
- Barb Wendling, VW, SAE International Task Force Chair for Automated Levels
- Jim Misener, Qualcomm, Chair of SAE International Dedicated Short Range Communications (DSRC) Committee

Registration and access:

The SAE panel session is open to the ITS Congress participants with an "Access to Congress sessions and Exhibition" or an "Access to Exhibition only" registration. The session will be located in the commercial theatre 2 in the exhibition area.

[Register Here](#) to attend this session.

SAE International is a global association committed to being the ultimate knowledge source for the engineering profession. By uniting over 137,000 engineers and technical experts, we drive knowledge and expertise across a broad spectrum of industries. We act on two priorities: encouraging a lifetime of learning for mobility engineering professionals and setting the standards for industry engineering. We strive for a better world through the work of our philanthropic SAE Foundation, including programs like A World in Motion® and the Collegiate Design Series™.

CHECK OUT SAE'S BLOG

See how the various mobility sectors address their current engineering challenges. Visit alwaysinmotion.sae.org. While there, download the SAE MOBILITY INDUSTRY STUDY ON CONNECTIVITY at:
alwaysinmotion.sae.org/2015/06/06/a-roadmap-for-mobility-connectivity/

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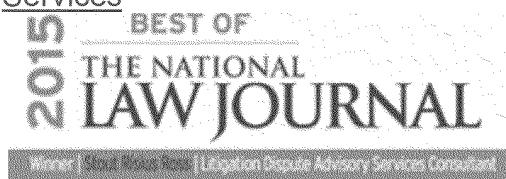
CONNECT WITH US

To: Snyder, Jim[Snyder.Jim@epa.gov]
From: Jim Snyder
Sent: Sat 9/19/2015 1:59:31 PM
Subject: VW notice of violation
[vw-nov-caa-09-18-15.pdf](#)

To: Wehrly, Linc[wehrly.linc@epa.gov]
From: Neil Steinkamp
Sent: Tue 9/8/2015 12:06:52 PM
Subject: RE: Docket for defect reports and recall reports

3 p.m. Friday works for me. I'll call you then.

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From: Wehrly, Linc [mailto:wehrly.linc@epa.gov]
Sent: Tuesday, September 08, 2015 7:53 AM
To: Neil Steinkamp
Subject: RE: Docket for defect reports and recall reports

Could you do any earlier on Friday? Perhaps 3 pm?

Linc Wehrly

Director, Light-Duty Vehicle Center

Compliance Division

Office of Transportation and Air Quality

United States Environmental Protection Agency

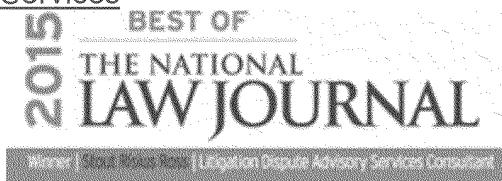
(734) 214-4286

wehrly.linc@epa.gov

From: Neil Steinkamp [<mailto:nsteinkamp@srr.com>]
Sent: Tuesday, September 08, 2015 7:50 AM
To: Wehrly, Linc
Subject: RE: Docket for defect reports and recall reports

Would Friday afternoon at 4 p.m. work for you?

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From: Wehrly, Linc [<mailto:wehrly.linc@epa.gov>]
Sent: Tuesday, September 08, 2015 7:39 AM
To: Neil Steinkamp
Subject: RE: Docket for defect reports and recall reports

Neil,

How about Thursday afternoon or Friday?

Linc

Linc Wehrly

Director, Light-Duty Vehicle Center

Compliance Division

Office of Transportation and Air Quality

United States Environmental Protection Agency

(734) 214-4286

wehrly.linc@epa.gov

From: Neil Steinkamp [<mailto:nsteinkamp@srr.com>]

Sent: Friday, September 04, 2015 4:05 PM

To: Wehrly, Linc

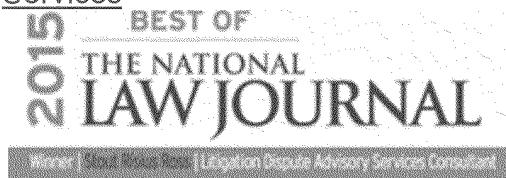
Subject: RE: Docket for defect reports and recall reports

Linc – we've been working to try to revisit the data you provided and reconcile it to the reports produced by the EPA for 2009 - 2011. We've made progress and have narrowed the differences. However there are still notable deviations between the reported numbers and our analysis, which may also impact how we are interpreting the data from 2012 – 2014.

Would you have time next week to discuss?

Regards,

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From: Neil Steinkamp
Sent: Thursday, August 13, 2015 9:21 AM
To: Wehrly, Linc
Subject: RE: Docket for defect reports and recall reports

Linc – are you available at 9 a.m. EST tomorrow?

-Neil

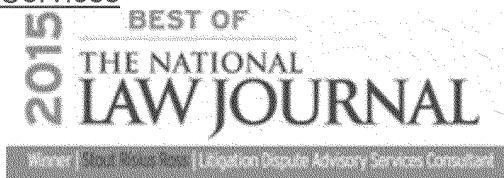
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From: Neil Steinkamp
Sent: Monday, August 10, 2015 2:03 PM

To: 'Wehrly, Linc'
Subject: RE: Docket for defect reports and recall reports

Linc – are you available for a brief call this afternoon.

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From: Neil Steinkamp
Sent: Friday, August 07, 2015 10:17 AM
To: 'Wehrly, Linc'
Subject: RE: Docket for defect reports and recall reports

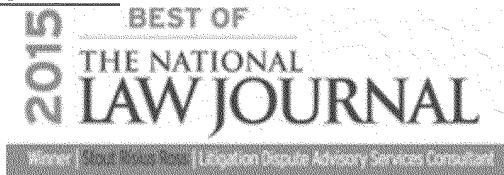
Perfect. I'll call you then.

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From: Wehrly, Linc [<mailto:wehrly.linc@epa.gov>]
Sent: Friday, August 07, 2015 9:49 AM
To: Neil Steinkamp
Subject: RE: Docket for defect reports and recall reports

How about Monday at 2 pm?

Linc Wehrly

Director, Light-Duty Vehicle Center

Compliance Division

Office of Transportation and Air Quality

United States Environmental Protection Agency

(734) 214-4286

wehrly.linc@epa.gov

From: Neil Steinkamp [<mailto:nsteinkamp@srr.com>]
Sent: Friday, August 07, 2015 8:24 AM
To: Wehrly, Linc
Subject: RE: Docket for defect reports and recall reports

Linc – is there a time next week when we could reschedule our call?

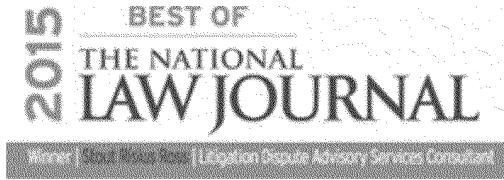
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From: Neil Steinkamp
Sent: Friday, July 31, 2015 3:18 PM
To: 'Wehrly, Linc'
Subject: RE: Docket for defect reports and recall reports

Linc – I left you a voicemail a moment ago. My call went long (instead of short). Do you still have time this afternoon?

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From: Wehrly, Linc [<mailto:wehrly.linc@epa.gov>]
Sent: Wednesday, July 29, 2015 9:55 AM
To: Neil Steinkamp
Subject: RE: Docket for defect reports and recall reports

As long as we keep it to ½ hour.

Linc Wehrly
Director, Light-Duty Vehicle Center
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wehrly.linc@epa.gov

From: Neil Steinkamp [<mailto:nsteinkamp@srr.com>]
Sent: Wednesday, July 29, 2015 8:48 AM
To: Wehrly, Linc
Subject: RE: Docket for defect reports and recall reports

Any chance Friday at 3 p.m. EST would work?

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From: Wehrly, Linc [<mailto:wehrly.linc@epa.gov>]
Sent: Wednesday, July 29, 2015 8:46 AM
To: Neil Steinkamp
Subject: RE: Docket for defect reports and recall reports

Neil,

How about Friday afternoon around 2 pm?

Linc

Linc Wehrly
Director, Light-Duty Vehicle Center
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United States Environmental Protection Agency

(734) 214-4286

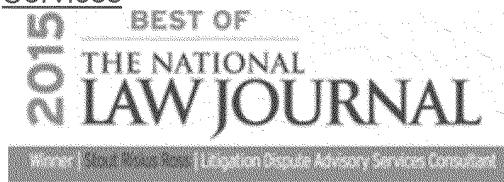
wehrly.linc@epa.gov

From: Neil Steinkamp [<mailto:nsteinkamp@srr.com>]
Sent: Tuesday, July 28, 2015 9:53 PM
To: Wehrly, Linc
Subject: RE: Docket for defect reports and recall reports

Linc,

Is there a time this week when we can discuss this?

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From: Neil Steinkamp
Sent: Sunday, July 05, 2015 7:58 AM
To: 'Wehrly, Linc'
Subject: RE: Docket for defect reports and recall reports

Linc,

I hope all is well. Would you have time to discuss this coming week?

Regards,

Neil Steinkamp, CVA, CCA
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From: Neil Steinkamp
Sent: Wednesday, June 17, 2015 3:33 PM
To: 'Wehrly, Linc'
Subject: RE: Docket for defect reports and recall reports

Linc – attached is what our analysis shows at this time.

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From: Neil Steinkamp
Sent: Wednesday, June 17, 2015 3:29 PM
To: 'Wehrly, Linc'
Subject: RE: Docket for defect reports and recall reports

Absolutely – just let me know what time next week works best for you.

Neil Steinkamp, CVA, CCA

Managing Director | Dispute Advisory & Forensic Services

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From: Wehrly, Linc [<mailto:wehrly.linc@epa.gov>]
Sent: Wednesday, June 17, 2015 3:28 PM
To: Neil Steinkamp
Subject: RE: Docket for defect reports and recall reports

Neil,

I will be out of the office the rest of the week, so perhaps we could talk sometime next week. I will need some time to discuss this with my staff to see what answers we may have.

Regards,

Linc

Linc Wehrly

Director, Light-Duty Vehicle Center

Compliance Division

Office of Transportation and Air Quality

United States Environmental Protection Agency

(734) 214-4286

wehrly.linc@epa.gov

From: Neil Steinkamp [<mailto:nsteinkamp@srr.com>]
Sent: Wednesday, June 17, 2015 3:11 PM
To: Wehrly, Linc
Subject: RE: Docket for defect reports and recall reports

Linc,

I hope all is well. We've had a chance to compile the information your team sent. I have a couple follow up questions and was hoping you might have a few minutes this week when we could discuss. For example:

- The annual totals and OEM totals from 2009 – 2011 that are presented on page 30 in the EPA's Vehicle Engine & Compliance Activities Report (2009-2011 Compliance Report) are significantly different than the numbers reflected in the information you provided (for every year – 2009-2011). I'm wondering what might be causing the differences.
- Our data set shows a dramatic decline in recalls in 2012 (which remains low in 2013 and 2014). I'm wondering if there was something specific that might be causing this. Nearly all of the recalled volumes in 2014 were related to just two OEMs (with many having no recalled volumes at all). I just wanted to confirm that this was accurate, and that we aren't missing any information.

Let me know if you would have a few minutes to discuss later this week.

Regards,

Neil Steinkamp, CVA, CCA

Managing Director | Dispute Advisory & Forensic Services

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From: Wehrly, Linc [<mailto:wehrly.linc@epa.gov>]
Sent: Tuesday, May 19, 2015 2:39 PM
To: Neil Steinkamp
Subject: RE: Docket for defect reports and recall reports

Neil,

I'm sorry. I'm the manager and "technical expert" not the FOIA process guy. I've been told it should be out soon. I will try to make sure they expedite it.

Linc

Linc Wehrly

Director, Light-Duty Vehicle Center

Compliance Division

Office of Transportation and Air Quality

United States Environmental Protection Agency

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wehrly.linc@epa.gov

From: Neil Steinkamp [<mailto:nsteinkamp@srr.com>]

Sent: Monday, May 18, 2015 5:53 PM

To: Wehrly, Linc

Subject: RE: Docket for defect reports and recall reports

Linc – we have not yet received these materials. Do you know if they are still en route?

Neil Steinkamp, CVA, CCA

Managing Director | Dispute Advisory & Forensic Services

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From: Neil Steinkamp
Sent: Tuesday, May 12, 2015 10:24 PM
To: 'Wehrly, Linc'
Subject: RE: Docket for defect reports and recall reports

Thank you Linc. Very much appreciated. I will let you know if I have any questions.

Neil Steinkamp, CVA, CCA

Managing Director | Dispute Advisory & Forensic Services

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From: Wehrly, Linc [<mailto:wehrly.linc@epa.gov>]
Sent: Tuesday, May 12, 2015 9:55 AM
To: Neil Steinkamp
Subject: RE: Docket for defect reports and recall reports

Neil,

You should be receiving a DVD with the 2011-2014 recall reports in the next couple of days. A couple of notes:

- There were a handful of reports that were marked CBI, so we need to follow-up with the different manufacturers to see if they can substantiate the CBI claim, provide a FOIA version or allow us to release the reports as they are
- Volvo did not have any reports for this timeframe

Please let me know if you have any other questions.

Regards,

Linc

Linc Wehrly

Director, Light-Duty Vehicle Center

Compliance Division
Office of Transportation and Air Quality
United States Environmental Protection Agency
(734) 214-4286
wehrly.linc@epa.gov

From: Neil Steinkamp [<mailto:nsteinkamp@srr.com>]
Sent: Tuesday, May 05, 2015 7:12 PM
To: Wehrly, Linc
Subject: RE: Docket for defect reports and recall reports

Thanks Linc,

For the 2011-2014 recalls, we would like to request information only for the following OEMs:

BMW
Chrysler
Ford
General Motors
Honda
Hyundai
Mazda
Mitsubishi
Nissan
Toyota
Volkswagen
Volvo

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From: Wehrly, Linc [<mailto:wehrly.linc@epa.gov>]
Sent: Tuesday, May 05, 2015 4:14 PM
To: Neil Steinkamp
Subject: Docket for defect reports and recall reports

Neil,

Here is the Docket information for the emissions defect reports and voluntary emissions recall reports that we discussed earlier. I hope this is helpful.

Go to www.regulations.gov and do a search on the docket number.

EPA-OAR-HQ-2005-0113 for Defects

EPA-OAR-HQ-2005-0114 for Recalls

Regards,

Linc

Linc Wehrly

Director, Light-Duty Vehicle Center

Compliance Division

Office of Transportation and Air Quality

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To: OTAQ[OTAQ@epa.gov]; [REDACTED] **Ex. 6**
Cc: Wehrly, Linc[wehrly.linc@epa.gov]
From: Ball, Joel
Sent: Tue 8/18/2015 1:58:15 PM
Subject: RE: Your EPA Inquiry - Problems with VW's Diesel Particulate Filter

Hello Mr. Dunn,

Thank you for contacting EPA regarding problems with VW's Diesel Particulate Filters and for bringing this to our attention. EPA regulations require that the emissions systems be designed to be durable for the full useful life of the vehicle (10 years or 120,000 miles) however, they do not require DPF to be removable separately from the rest of the exhaust system. We cannot require a recall based solely on the serviceability of the DPF.

EPA has the authority to require a recall if a substantial number of vehicles fail to comply with the emissions regulations within the useful life. We are looking into the rate of DPF failures on VW vehicles. If we determine that there have been a substantial number of failures, there may be a recall in the future. I recommend you keep the receipts for any repairs you have done. If there is a recall that covers your vehicle, you may be eligible for reimbursement.

I hope this information is helpful,

Joel Ball
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
ball.joel@epa.gov

From: Jennifer France [mailto:France.Jennifer@epamail.epa.gov] **On Behalf Of**
OTAQ@epa.gov
Sent: Thursday, August 13, 2015 1:47 PM
To: Ball, Joel
Cc: Wehrly, Linc
Subject: Your EPA Inquiry - Problems with VW's Diesel Particulate Filter

▼ allenjdunn---08/12/2015 06:47:33 PM---UserWord human

[REDACTED] **Ex. 6** [REDACTED]

UserWord
human
Word
human
comments
Hello,

I am hoping I can enlist your support and assistance in an issue I am having with Volkswagen of America. I have a 2012 Jetta Sportwagen TDI with 120,000 miles on the odometer.

My Diesel Particulate Filter is now at it's end of life and requires replacement. Volkswagen's original design requires an entire exhaust system replacement to replace the DPF (Diesel Particulate Filter).

Sadly, the replacement exhaust system, which has a new design that allows replacement of the DPF will cost me \$3,000.00.

In my opinion, this is a design flaw in the original exhaust system that does not allow the filter to be replaced.

The advise from my local VW dealership is to not bother replacing the DPF. This statement alone infuriates me as I am concerned about our environment. Hence the reason I am driving a very fuel efficient clean diesel automobile.

Is there any way the EPA can assist in putting pressure on VW to recall the defective designed exhaust system as it is not conducive for replacing the DPF and frankly will result in the vehicle operating without proper emissions.

Your kind assistance and guidance would be most appreciated.

Best Regards,

Allen J Dunn
email

[REDACTED] Ex. 6 [REDACTED]

name
Allen Dunn
org

referrer
<http://www.epa.gov/otaq/oms-cmt.htm>
ssubject
Diesel Particulate Filter

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Submitting script: /cgi-bin/mail.cgi

Submitting host: /cgi-bin/mail.cgi (216.196.252.90)

Browser: Mozilla/5.0 (Macintosh; Intel Mac OS X 10_10_4) AppleWebKit/537.36 (KHTML, like Gecko) Chrome/44.0.2403.155 Safari/537.36

Referred: <http://www.epa.gov/otaq/oms-cmt.htm>

TSSMS: orcdizux

Mail to File: omsmail.txt

To: Allen, Gregory (EEO)[Gregory.Allen@vw.com]
From: Snyder, Jim
Sent: Mon 9/21/2015 7:01:33 PM
Subject: etron

Got ur vm but I'm leaving for **Ex. 6** Being here sound slike a good idea. Arlene Smithson will call you today or Bill wher they know what time tues.

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: Snyder, Jim
Location: Conf Call
Importance: Normal
Subject: Accepted: CARB-EPA-VW Diesel Conf Call
Start Date/Time: Thur 9/17/2015 5:00:00 PM
End Date/Time: Thur 9/17/2015 7:00:00 PM

To: Rodgers, William (EEO)[William.Rodgers@vw.com]; Danzeisen, Karen[Danzeisen.Karen@epa.gov]
Cc: Giles, Michael (EEO)[michael.giles@vw.com]; Vincent E Coleman[vcoleman2@csc.com]; Allen, Gregory (EEO)[Gregory.Allen@vw.com]
From: Snyder, Jim
Sent: Wed 9/16/2015 12:34:37 PM
Subject: RE: Volkswagen Ex. 4 - CBI

Ben confirmed that he received it. He wouldn't say when it will run but didn't immediately dismiss the possibility of next week.

-Jim

From: Rodgers, William (EEO) [mailto:William.Rodgers@vw.com]
Sent: Wednesday, September 16, 2015 7:39 AM
To: Danzeisen, Karen
Cc: Giles, Michael (EEO); Snyder, Jim; Vincent E Coleman; Allen, Gregory (EEO)
Subject: RE: Volkswagen Ex. 4 - CBI

It worked!!!!

Thanks for the help everyone.

@Jim – Can you follow up with Ben to see if next week is still possible for the testing. Our test vehicle arrived yesterday.

Regards,

Bill Rodgers

Emissions Certification Engineer

Volkswagen Group

3800 Hamlin Rd

Auburn Hills, MI 48326

p. (248) 754-4219

From: Danzeisen, Karen [<mailto:Denzeisen.Karen@epa.gov>]
Sent: Tuesday, September 15, 2015 5:12 PM
To: Rodgers, William (EEO)
Cc: Giles, Michael (EEO); Snyder, Jim
Subject: RE: Volkswagen

Ex. 4 - CBI

Hi Bill,

Vince Coleman at the Verify Help Desk has been following your progress on this and let me know a little while ago that you attempted to submit your **Ex. 4 - CBI** but got an error. It looks like you removed the test details { **Ex. 4 - CBI** } for Test

Ex. 4 - CBI

Ex. 4 - CBI

Karen

Karen E. Danzeisen
Information Technology Specialist
Office of Transportation and Air Quality
U.S. Environmental Protection Agency

denzeisen.karen@epa.gov

(734)214-4444

www.epa.gov/nvfel/

From: Rodgers, William (EEO) [mailto:William.Rodgers@vw.com]
Sent: Tuesday, September 15, 2015 10:01 AM
To: Danzeisen, Karen
Cc: Giles, Michael (EEO); Snyder, Jim
Subject: RE: Volkswagen Ex. 4 - CBI

Thanks Karen.

I have successfully submitted a Ex. 4 - CBI
@Jim – Ex. 4 - CBI Of course
it's understood that the Ex. 4 - CBI

Regards,

Bill Rodgers
Volkswagen Group
(248) 754-4219

From: Danzeisen, Karen [mailto:Danzeisen.Karen@epa.gov]
Sent: Tuesday, September 15, 2015 9:26 AM
To: Rodgers, William (EEO)
Cc: Giles, Michael (EEO); Snyder, Jim
Subject: RE: Volkswagen Ex. 4 - CBI

Hello Bill,

Thank you for these examples illustrating what's going on. The reason you get an

Ex. 4 - CBI

whatever standards you are entering and then moving on to compile the necessary data to send to our Lab for scheduling. It's at this point that it reaches back to

Ex. 4 - CBI

grabs the

Ex. 4 - CBI

The system is not designed to handle tests with

Ex. 4 - CBI

and that's where the crash occurs.

So, I think the next step is to attempt a

Ex. 4 - CBI

where you would

Ex. 4 - CBI

It's possible we

may run into some problem because Jim has selected d

Ex. 4 - CBI

tests already, but I think it's worth a try rather than scraping everything right off the bat. If it does work, then the next step would be to proceed to your

Ex. 4 - CBI

and

resubmitting that.

Let me know how it goes.

Karen

Karen E. Danzeisen
Information Technology Specialist
Office of Transportation and Air Quality
U.S. Environmental Protection Agency

[danckeisen.karen@epa.gov](mailto:danskeen.karen@epa.gov)
(734)214-4444

www.epa.gov/nvfel/

From: Rodgers, William (EEO) [mailto:William.Rodgers@vw.com]

Sent: Tuesday, September 15, 2015 8:22 AM

To: Danzeisen, Karen; Snyder, Jim

Cc: Giles, Michael (EEO)

Subject: Volkswagen

Ex. 4 - CBI

Importance: High

Hello Karen and Jim,

I have attached the [REDACTED] report which include
all test types required by the [REDACTED]
Ex. 4 - CBI

Additionally as indicated below we only get a Verify processing error when attempting to submit

Ex. 4 - CBI

Please assist in resolving this matter today to avoid test scheduling problems.

Regards,

Bill Rodgers

Volkswagen Group

(248) 754-4219

There was a problem processing your request

From

Verify Administrator

Date

9/15/2015 7:44:33 AM

There was an unexpected error processing your submission. Please retry your submission at a later date. If you continue to receive this message please contact the

Verify Helpdesk. It can be reached through email (verifyhelp@csc.com) or by phone (1-888-890-1995 and choose option 4).

The rejection occurred at Tue Sep 15 07:44:21 EDT 2015 while processing document:

Ex. 4 - CBI

Vehicle ID: **Ex. 4 - CBI**

Vehicle Configuration #: 0

Transaction Identifier: **Ex. 4 - CBI**

To: Giles, Michael (EEO)[michael.giles@vw.com]; Rodgers, William (EEO)[William.Rodgers@vw.com]
From: Snyder, Jim
Sent: Mon 9/14/2015 9:45:11 PM
Subject: FW: VW Group - Ex. 4 - CBI

Mike can you send her your XML and error report?

From: Danzeisen, Karen
Sent: Monday, September 14, 2015 5:36 PM
To: Snyder, Jim
Subject: RE: VW Group - Ex. 4 - CBI

Jim,

Without looking at their processing report that includes the submitted XML and the error msg, it's hard for me to say if anything else needs to be done in the Ex. 4 - CBI submission. I'm a little confused that he mentions Ex. 4 - CBI

Ex. 4 - CBI

Ex. 4 - CBI

Sorry this is such a hassle... until the Lab changes how they accept data from us we're kind of stuck with these special case problems.

Karen

Karen E. Danzeisen
Information Technology Specialist
Office of Transportation and Air Quality
U.S. Environmental Protection Agency

danskeisen.karen@epa.gov
(734)214-4444

www.epa.gov/nvfel/

From: Snyder, Jim
Sent: Monday, September 14, 2015 5:11 PM
To: Danzeisen, Karen
Subject: FW: VW Group - Ex. 4 - CBI

Karen , Bill went home and Mike took over.

Ex. 4 - CBI

Ex. 4 - CBI

From: Giles, Michael (EEO) [<mailto:michael.giles@vw.com>]
Sent: Monday, September 14, 2015 4:51 PM
To: Snyder, Jim
Cc: Rodgers, William (EEO)
Subject: VW Group - Ex. 4 - CBI

Ho Jim,

I was unable to submit a trimmed down supplemental XML with only a few tags for the Ex. 4 - CBI

Ex. 4 - CBI

Ex. 4 - CBI

Ex. 4 - CBI

Mike

Michael Giles

Certification Engineer

Engineering & Environmental Office (EEO)

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

Phone: 248 754 4229

Fax: 248 754 4207

mailto: Michael.Giles@VW.com

To: Danzeisen, Karen[Danzeisen.Karen@epa.gov]
Cc: Rodgers, William (EEO)[William.Rodgers@vw.com]
From: Snyder, Jim
Sent: Mon 9/14/2015 7:38:13 PM
Subject: RE: VW [Ex. 4 - CBI]

[Ex. 4 - CBI]

[Ex. 4 - CBI]

is that correct Bill?

From: Danzeisen, Karen
Sent: Monday, September 14, 2015 3:33 PM
To: Snyder, Jim
Subject: RE: VW [Ex. 4 - CBI]

If the error snippet shown below is what they most recently submitted, then it seems like they are

Ex. 4 - CBI

Ex. 4 - CBI

Thanks,

Karen

From: Snyder, Jim
Sent: Monday, September 14, 2015 3:24 PM
To: Danzeisen, Karen
Subject: FW: VW [Ex. 4 - CBI]

Looks like it didn't work.

From: Rodgers, William (EEO) [<mailto:William.Rodgers@vw.com>]
Sent: Monday, September 14, 2015 3:14 PM
To: Snyder, Jim; verifyhelp@csc.com
Subject: RE: VW Ex. 4 - CBI

Correct Jim.

Ex. 4 - CBI

From: Snyder, Jim [<mailto:Snyder.Jim@epa.gov>]
Sent: Monday, September 14, 2015 3:12 PM
To: Rodgers, William (EEO); verifyhelp@csc.com
Subject: RE: VW processing error

Ex. 4 - CBI

From: Rodgers, William (EEO) [<mailto:William.Rodgers@vw.com>]
Sent: Monday, September 14, 2015 3:09 PM
To: verifyhelp@csc.com
Cc: Snyder, Jim
Subject: VW Ex. 4 - CBI

Ex. 4 - CBI

Transaction Status Details

Ex. 4 - CBI

Bill Rodgers

Volkswagen Group

248-754-4219

There was a problem processing your request

From

Verify Administrator

Date

9/14/2015 2:57:50 PM

There was an unexpected error processing your submission. Please retry your submission at a later date. If you continue to receive this message please contact the Verify Helpdesk. It can be reached through email (verifyhelp@csc.com) or by phone (1-888-890-1995 and choose option 4).

The rejection occurred at Mon Sep 14 14:57:18 EDT 2015 while processing document:

Ex. 4 - CBI

Vehicle ID:

Ex. 4 - CBI

Vehicle Configuration #: 0

Transaction Identifier:

Ex. 4 - CBI

Regards,

Bill Rodgers

EEO

To: Khan, Farrukh[KhanF@NRD.NISSAN-USA.COM]
From: Snyder, Jim
Sent: Wed 8/19/2015 9:17:27 PM
Subject: RE: Questions regarding CD-15-15

Ex. 4 - CBI

From: Khan, Farrukh [mailto:KhanF@NRD.NISSAN-USA.COM]
Sent: Wednesday, August 19, 2015 9:56 AM
To: Snyder, Jim
Subject: FW: Questions regarding CD-15-15

Hi Jim,

Any update on this from Rob? Also can you give us some feedback on our presentation from

Ex. 4 - CBI

Thanks,

Farrukh

From: Snyder, Jim [mailto:Snyder.Jim@epa.gov]
Sent: Monday, August 03, 2015 3:34 PM
To: Khan, Farrukh <KhanF@NRD.NISSAN-USA.COM>
Subject: RE: Questions regarding CD-15-15

I forwarded it to Rob..

From: Khan, Farrukh [<mailto:KhanF@NRD.NISSAN-USA.COM>]
Sent: Monday, August 03, 2015 3:16 PM
To: Snyder, Jim
Subject: RE: Questions regarding CD-15-15

Hi Jim,

Can you please confirm with Rob French about the C/O expiration date?

Thanks,

Farrukh

From: Snyder, Jim [<mailto:Snyder.Jim@epa.gov>]
Sent: Tuesday, July 14, 2015 5:07 PM
To: Khan, Farrukh <KhanF@NRD.NISSAN-USA.COM>
Subject: RE: Questions regarding CD-15-15

Ex. 4 - CBI

2. The released guidance was edited down to release sooner to give manufacturers more lead time. More detailed follow up documents will follow. I expect those statements or something similar will be in the upcoming document.
3. I attached the new Calculator. It is still new so let us know if you find any errors with it.

Jim Snyder

Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: Khan, Farrukh [<mailto:KhanF@NRD.NISSAN-USA.COM>]
Sent: Tuesday, July 14, 2015 11:07 AM
To: Snyder, Jim
Subject: Questions regarding CD-15-15

Hi, Jim,

Ex. 4 - CBI

Question #2

Ex. 4 - CBI

Question #3

Does EPA have a plan to update FE calculation spread sheet? See attached files that we received from Dave Good on May 08, 2010 and his original message below,

Ex. 4 - CBI

-----Original Message-----

From: Good.David@epamail.epa.gov [mailto:Good.David@epamail.epa.gov]

Sent: Saturday, May 08, 2010 7:37 PM

To: Darin_Johnson@AHM.Honda.com; peter_meier@ahm.honda.com; richard.thomas@vw.com; dennis.reineke@vw.com; thomas.hofmann@bmwna.com; wilhelm.hall@bmwna.com; deborah.a.zielesch@gm.com; adelarosa@ferrariusa.com; clarue1@ford.com; rbabcock@hatci.com; Khan, Farrukh; ogumah@ntcna.nissan-usa.com; vvarjabe@jaguar.com; drobertson@mazdausa.com; alex.travis@na.mitsubishi-motors.com; wlewis@porschecars.com; tony.dambrosi@tema.toyota.com; jennifer.jasperson@tema.toyota.com; balsip@suz.com; gbuffali@volvocars.com; cander44@volvocars.com; plennvi@volvocars.com; jcabaniss@aiam.org; r.maxwell@email.sae.org; remaxwell@comcast.net; gambrozaitis@autoalliance.org; rseal3@jaguar.com; kbalmer@landrover.com; jyarrow@astonmartin.com;

Ex. 6

jcusuman@ford.com; ddoku@maseratiusa.com; shkim@hatci.com; vdauria@volvocars.com; doug.devries@gm.com; john.healey@mbusa.com; dennis.pawlak@na.mitsubishi-motors.com; joan.whinihan@na.mitsubishi-motors.com; luis.hernandez@suz.com; ross.gatzke@porsche.us; bstott@ferrariusa.com; ml90@chrysler.com; andreas.roessler@daimler.com; jdf14@chrysler.com; asw9@chrysler.com; kkawag10@ford.com; kiriri@nano.tec.toyota.co.jp; dbarker@hatci.com; RMacleish@lotuscars.com; distler@lotuscars.co.uk; sway@lotuscars.co.uk; SStewart@lotuscars.co.uk; woolery@subaru-research-mi.com; shinoharah@srđ.subaru-fhi.co.jp; JRugge@subaru.com; gheiser@ford.com; David.Henry@roush.com; rocco.bellino@roush.com; shaun.roopnarine@mbusa.com; r-thomas.brunner@mbusa.com

Cc: Peavyhouse.Robert@epamail.epa.gov; Yang.Ching-Shih@epamail.epa.gov; Manners.Mary@epamail.epa.gov; Wehrly.Linc@epamail.epa.gov

Subject: EPA Fuel Economy - Two 2011 EPA FE Calculators Attached (which manufacturers might find helpful)

To manufacturers,

Attached is an Excel spreadsheet calculator which you might find helpful. It contains a wealth of information about rounding procedures, harmonic averaging, 5-cycle fuel economy label calculations, etc. according to the latest EPA regulations and guidance letters, (including the corrections & regulation changes in EPA's direct final rule published on Nov 25, 2009, ref 74 FR 61537).

Also attached is a spreadsheet which I use to calculate derived 5-cycle FE Label values with several tabs containing annual fuel costs tables. [Manufacturers' annual fuel cost calculations frequently have rounding errors (and other more significant errors) when I run the FE Guide tables for manufacturers.]

I think the macros, calculations and information in both spreadsheet are accurate, but if they are not accurate according to applicable regulations, the regulations take precedence.

If you find any mistakes, please contact Bob Peavyhouse and me (and we will correct the equations in the spreadsheets and resend to all).

Regards

(See attached file: 2011 EPA FE Calculator V01-w-no-CAFE-4-27-10.xls)

(See attached file: 5-cycle calcs-2008-2011-ann-fuel-cost-for

release.410.xls)

----- Forwarded by David Good/AA/USEPA/US on 05/08/2010 06:57 PM -----

|----->

| From: |

|----->

>-----

|

| Robert Peavyhouse/AA/USEPA/US

|

>-----

|

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| To: |

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|

| OAR-OTAQ-CISD-
| LDVG |

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|----->

| Cc: |

|----->

>-----

|

| Mary Manners/AA/USEPA/US@EPA, Ching-Shih Yang/AA/USEPA/US@EPA, Roberts
French/AA/USEPA/US@EPA, Karen Danzeisen/AA/USEPA/US@EPA |

>-----

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|----->

| Date: |

|----->

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|

| 04/27/2010 02:47 PM |

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|

|----->

| Subject: |

|----->

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|

| 2011 EPA FE Calculator V01 |

>-----

|

CISD-LDVG,

This is a comprehensive EPA fuel economy calculator that I created with MINIMAL macros.

The only macro contained is a 1-line custom Excel function that performs ASTM rounding.

Because no macro needs to be run, all calculations update as soon as the data is entered.

It calculates the following:

- 1) 2011+ labels using all 7 sets of fuel economy calculations
- 2) Label Range
- 3) Label Annual Fuel Cost
- 4) Gas guzzler fuel economy

It also contains an explanation of why we use harmonic averaging and why we use ASTM rounding.

Dave is going to send it out to the manufacturers in an effort to reduce a lot of their calculation errors.

I thought you all might want a copy as well (especially the manufacturer reps).

Robert Peavyhouse
Compliance and Innovative Strategies Division
U.S. EPA - Office of Transportation and Air Quality
phone: (734) 214-4814
fax: (734) 214-4869
email: peavyhouse.robert@epa.gov
website: <http://www.epa.gov/nvfel/>

Regards,

Farrukh

To: Dunham, Jim (J.W.)[jdunham@ford.com]; Dunham, Scott (S.H.)[sdunham4@ford.com];
Ganss, David[GanssD@nrd.nissan-usa.com]; [REDACTED]
Przesmitzki, Steven[STEVEN.PRZESMITZKI@ARAMCOSERVICES.COM] Ex. 6
From: Snyder, Jim
Sent: Tue 8/11/2015 8:30:00 PM
Subject: RE: Bronco pulling trailer

The Apache was designed to be pulled by a VW Beetle. I pulled it all over the east coast with a VW GTI no problem. GLH even easier, no more trips in a car w/o A/C.

Non-Responsive

Non-Responsive

Non-Responsive

To: Fisherow, Walter Benjamin (ENRD)[Walter.Benjamin.Fisherow@usdoj.gov]; Evan Belser[Belser.Evan@epa.gov]; Bunker, Byron[bunker.byron@epa.gov]
From: Brooks, Phillip
Sent: Fri 9/18/2015 8:26:30 PM
Subject: Please see the attached that I just received

Ex. 5

From: European Parts [mailto:vwemporium@aol.com]
Sent: Friday, September 18, 2015 4:04 PM
To: vwemporium@aol.com; McDaniel, Doug; Pugliese, Holly; Ruske, Ross
Subject: Re: Some key points of interest EPA emission violations.

Attention EPA.....

Maybe I wasn't so wrong here, and shouldn't be ignored when stating something!

<http://www.nytimes.com/2015/09/19/business/volkswagen-is-ordered-to-recall-nearly-500000-vehicles-over-emissions-software.html?hp&action=click&pgtype=Homepage&module=first-column-region®ion=top-news&WT.nav=top-news&r=0>

Especially with very recent reports that seem to fall on deaf ears by me directly.

So you let this continue for 6 years.....?

Be advised VW-AUDI TFSI and TSI 2005> all do this for GAS cars..... not just diesels.

2000> ALL VW-AUDI supporting KWP 2000 updates have done this, additionally for misfire deletes or CAT thresholds by OEM andThe AFT I very recently reported.

So I am being sued in Federal Court, by a Foreign National Company that purports this fraud, and illegal acts due to your failure to listen.

Seems not so fair, and I am extremely disappointed with Government right now, I have been hung out to dry. FAIL!

Sincerely,

Jack Shapiro E.P.E.
VAS>Geko ASE Extern
7076062 NYS DMV
SAE>NASTF

European Parts Emporium
Immobilizer Solutions
1001 State Route 17K
Montgomery New York 12549 USA

vwemporium@aol.com

845-457-9808 TEL/FAX
845-784-0335 Net

-----Original Message-----

From: Pugliese.Holly <Pugliese.Holly@epamail.epa.gov>
To: [vwemporium <vwemporium@vemporium.aol.com>](mailto:vwemporium@vemporium.aol.com)
Cc: Chris.White <Chris.White@mail.house.gov>
Sent: Tue, Apr 6, 2010 9:42 am
Subject: Re: EPA VW Issue.

Mr. Shapiro.

The SVM tool allows for access to and the reconfiguration of manufacturer calibration information contained in VW's vehicle modules. Throughout the history of EPA's involvement in regulating service information, we have been supportive of manufacturer efforts to control and protect the access to the underlying computer code and/or the ability to change vehicle configurations. EPA has always asserted that, while aftermarket shops need the ability to reprogram emissions-related modules, access to the underlying code is not required to complete a repair. In fact, requiring manufacturers to allow such access would undermine EPA's anti-tampering laws which make a federal offense to intentionally or unintentionally alter the original EPA certified configurations of a vehicle.

EPA has worked closely with manufacturers and the aftermarket over the years to balance the needs of the aftermarket to be able to complete emissions-related repairs while allowing manufacturers to prevent tampering and manage liability. There is nothing in the regulations that require manufacturers to make available the means to do a repair in exactly the same manner as a dealer. In fact, the pass-through reprogramming provisions in our regulations specifically require manufacturers to adopt the generic industry standard developed by the Society of Automotive Engineers for pass-through reprogramming to ensure that aftermarket shops can perform reprogramming without having to invest in more costly manufacturer-specific tools that dealers are required to purchase to perform these same repairs.

VW has 3 options in place for the aftermarket to complete repairs such as this that require a security ID that you have been requesting.

- VW's fulfillment house provides a service whereby VW technical support staff can, through an on-line connection to the diagnostic tool, enter the password required to complete the operation
- VW's service information web site provides access to software that makes this function available for use with a lap top and a pass thru device. An enrollment process is required for security reasons, which EPA believes is reasonable.
- VW also participates in the Secure Data Release Model which was developed as a joint effort between manufacturers and the National Automotive Service Task Force which specifically designed to allow "registered" independents to obtain access to security information. An enrollment process is required for this as well.

While we understand that more sophisticated technicians may wish to have access to the underlying module information that some dealers have access to, EPA regulations do not compel manufacturers to do so if they have in place reasonable alternatives to complete the same repairs. In the case, we believe that VW has made available several reasonable options and therefore we do not think it is appropriate to require VW to release the SVM tool.

Regards,

Holly

From: vwemporium@aol.com
To: Holly Pugliese/AA/USEPA/US@EPA
Cc: Chris.White@mail.house.gov
Date: 03/18/2010 06:29 PM
Subject: Re: EPA VW Issue.

Hello Holly,

The information I sent you was a simulation of what can be experienced but not exactly what I experienced, and I believe I was clear and apologize if I was not.

The module will not retain the coding in certain instances. It will become all zeros if there is a disruption on the gateway, or the grounds cause some sporadic spike for the ABS module etc.

Including power interruption as stated by VW, is correct if just pulling a fuse.

I experienced the coding of the ABS module to go to all zeros, however I could still communicate with the module and if you don't have the SVM access you cant configure the module even with the current base CD 16 other then via SVM.

Based on the final rule of 2003 I bought the tester VAS 5052 at full retail. I am entitled to the information, all services a dealer technician is to have access to. There was no crippled emissions only version made or offered in the USA at any time.

The repair information or the tester can't access the config of this module at all. It must enter a proprietary mode via the SVM server known as 83 communication mode, as I have stated before in order to recode, or install a new ABS module to config.

I have since figured out how to duplicate what I have stated above, by not removing a fuse, and can send you screen shots as well as a data log of the communication to prove you, your obd engineer and VW are incorrect.

This is also incorrect in regards to the following statement with answers .

"EPA OBD engineers have reviewed the additional information you provided to us and we consulted with VW. VW advised us that they are aware of the fact that, when an ABS module has a loss of communication, it will not communicate the long code data, as it has lost communication. According to VW, the module itself does not lose the data, (INCORRECT not each time) it merely cannot broadcast it when it has lost communication. When power to the module is restored, the long coding data can then be read. (THIS IS INCORRECT!) (You can only read that it is now zero long coding string lost, you can talk to the module of the ABS but it has lost its config as I have stated previous. At this point you require SVM via the GTI test plan or any other for this driveline)

The test you conducted by removing a fuse to simulate the bad ground the car had initially (as shown in the screen shots you provided) (YES BASED ON THE SCREEN SHOTS I PROVIDED BUT I ALSO ASKED YOU IF YOU REQUIRED MORE DETAILED DATA AND ALSO DESCRIBED THE PROBLEM LONG BEFORE TO YOU IN PREVIOUS EMAILS) subsequently set codes in all other modules indicating that no communication was received from the ABS module. Again, a module will not communicate on the bus if it has lost power supply. When the power is restored, the module will show all data, and can be read with a scan tool. This module does not require reprogramming or reconfiguration as this information is retained in the module. (THIS IS ALSO INCORRECT. Not in all cases such as the one I have requested the data in regards to.)

According to VW service information is available to aftermarket shops for all models that receive vehicle speed from the ABS controller. In addition, service diagnostics information is available for all VW platforms to diagnose the "Loss of Communication" fault that you reported, regardless of the actual location of the vehicle speed sensor (VSS). VW also has a technical service bulletin for a scan tool software release 14.88.00 (released Aug. 7, 08) "that may not code these modules correctly and it will take SW 14.89.00 (released Sept. 17, 08) before this condition is corrected". (THIS HAS NEVER BEEN CORRECTED BECAUSE THE VAS 5052 TESTER CANT ENTER 83 MODE MANUALLY OTHER THEN VIA THE SVM SERVER TO DATE AUTOMATICALLY)

Scenario :

OK for example: If you have a faulty abs module. Which will not communicate with the above condition for example, power loss IE grounds, water damage, etc. You require a new abs ECU. I install a new one, Its factory default coding will be coded all zeros. I plug in my VAS 5052 tester purchased from VW with a full up to date subscription of base 16 In order to configure. I am then asked by the tester for my Username and password for Geko access for SVM to finish the repair.

Hence why I am asking for your assistance in this matter!

VW wont allow login for geko cars below 2010.

And

I believe this is an important safety issue as well.

Please provide the proper contacts if you have them.

I believe this is still a EPA authority based on the final rule. As I have stated above. Am I incorrect with what I have stated in regards to buying a complete factory tester at full retail price?

I purchased my tool in good faith with the impression I would be able to perform safe and complete repairs to compete with the dealer network on a fair playing field, to provide safe and emission compliant repairs as I am required to by law as per the DMV regulations of NYS as a licensed repair facility.

Please advise

Regards,

Jack Shapiro

-----Original Message-----

From: Pugliese.Holly@epamail.epa.gov

To: vwemporium@aol.com

Cc: Chris.White@mail.house.gov

Sent: Thu, Mar 18, 2010 3:49 pm

Subject: Re: EPA VW Issue.

Mr. Shapiro:

Based on the additional information you provided to us, it seems the fundamental issue you are having after conducting the GTI test plan is that you are still unable to read the long code data for the ABS module with a U0121 code set. It is your position that this is an emissions-related issue and that the aftermarket must have access to VW's SVM tool in order to properly perform a repair as there is no technician help line available for independent technicians.

Based on the information you provided to us, it appears that you were attempting to read ABS information when the module did not have a proper power supply (i.e. bad ground).

EPA OBD engineers have reviewed the additional information you provided to us and we consulted with VW. VW advised us that they are aware of the fact that, when an ABS module has a loss of communication, it will not communicate the long code data, as it has lost communication. According to

VW, the module itself does not lose the data, it merely cannot broadcast it when it has lost communication. When power to the module is restored, the long coding data can then be read. The test you conducted by removing a fuse to simulate the bad ground the car had initially (as shown in the screen shots you provided) subsequently set codes in all other modules indicating that no communication was received from the ABS module. Again, a module will not communicate on the bus if it has lost power supply. When the power is restored, the module will show all data, and can be read with a scan tool. This module does not require reprogramming or reconfiguration as this information is retained in the module.

According to VW service information is available to aftermarket shops for all models that receive vehicle speed from the ABS controller. In addition, service diagnostics information is available for all VW platforms to diagnose the "Loss of Communication" fault that you reported, regardless of the actual location of the vehicle speed sensor (VSS). VW also has a technical service bulletin for a scan tool software release 14.88.00 (released Aug. 7, 08) "that may not code these modules correctly and it will take SW 14.89.00 (released Sept. 17, 08) before this condition is corrected".

After reviewing the information you provided, we have concluded that the SVM tool is not necessary for this particular repair and that EPA does not have the legal authority to require the release of the SVM tool.

Regards,

Holly Pugliese
US EPA

From: vwemporium@aol.com
To: Holly Pugliese/AA/USEPA/US@EPA
Cc: Chris.White@mail.house.gov
Date: 03/18/2010 12:02 PM
Subject: Re: EPA VW Issue.

Hello Holly,

Is there a response?

I also wanted you to be advised I requested a username and password again via a customer advocate verbally over the telephone.

Ref # 100119652

There response was to inform me over the phone, VW, has not changed there position.

I let them know I would be moving forward civil and on a media level if they could not supply a use of this service in 30 days.

I asked them to reconsider there position on the matter.

I was wondering have they reconsidered allowing me access to this service through you and do you have the power to enforce this if they have not?

Regards,

Jack Shapiro

-----Original Message-----

From: Pugliese.Holly@epamail.epa.gov
To: vwemporium@aol.com
Cc: Chris.White@mail.house.gov
Sent: Wed, Mar 10, 2010 3:42 pm
Subject: Re: EPA VW Issue.

We are working on a formal response which we should have for you by the end of the week. Thank you for your patience.

From: vwemporium@aol.com
To: Holly Pugliese/AA/USEPA/US@EPA
Cc: Chris.White@mail.house.gov
Date: 03/08/2010 02:45 PM
Subject: EPA VW Issue.

Hello Holly Pugliese EPA,

Is there any information in regards to this issue with VW-Audi for the SVM-GEKO system?
It has been many months with no information.

Do you require any additional information?
Do you have correspondence from VW-Audi for me to review for rebuttal?

Best,

Jack Shapiro

Hello Holly Pugliese EPA

Please see data attached via scan of my car 2009 TDI.
If you require screen shots of the VAS 5052 or repair data to back up my previous statements for this car, or other earlier cars with similar issues prior to 2010 requiring SVM potentially, let me know.

This was induced by pulling a fuse to simulate the bad ground the car had initially, also causing the config of the ABS long coding to become all zeros.

TSB/TECH tip reference to support such claims below that an issue existed even on the dealer level.

TSB/Tech tip which we as independents didn't get access to until end Dec of 2008.

TT 45-08-05

2009 Jetta, GTI, EOS, Rabbit - ABS Module Long Coding

The above listed vehicles are equipped with a long coded ABS module. Tester software (SW) 14.88.00 may not code these modules correctly and it will take SW 14.89.00 before this condition is corrected. In the meantime, please read out any long coded ABS units before replacing the ABS module or the instrument cluster, in order to manually reinstall the coding in a replacement part. If the coding has been lost for any reason, try to code through the GTI test plan and, if an error is still returned, contact the VW Technician's Help line. A workaround process is in place.

After conducting this test path the only thing left is SVM as there is no Tech help line open to independents.

Please advise.

Best,
Jack Shapiro

Proprietary area of scanner :

1 Fault Found:

049441 - No Communication with ABS Brake Control Module
U0121 - 000 - - - Intermittent

Freeze Frame:

Fault Status: 00100000
Fault Priority: 2
Fault Frequency: 1
Mileage: 2737 km
Time Indication: 0
Date: 2000.00.00
Time: 01:07:05

OBD2 mode of scanner waiting to pend with problem induced to recreate.
With reset of DTC's still showing pend for issue.

Mode 07: Pending emission related fault codes

Address 7E8: 1 Fault Found:

U0121 - No Communication with ABS Brake Control Module

Mode 9 : Calibration Identification

Type 02 - VIN : 3VWAL71K19M007485 (Address E8)

Type 04 - Calibration ID : 03L997016N 5109 (Address E8)

Type 06 - Calibration Verification Number : F8D4A8FC (Address E8)

Type 0A - Controller Name : ECM-Engine Control (Address E8)

Mode 07: Pending emission related fault codes
Address 7E8: 1 Fault Found:
U0121 - No Communication with ABS Brake Control Module

OBD DTCs erased

Mode 07: Pending emission related fault codes
Address 7E8: 1 Fault Found:
U0121 - No Communication with ABS Brake Control Module

-----Original Message-----

From: Pugliese.Holly@epamail.epa.gov
To: vwemporium@aol.com
Sent: Fri, Jan 8, 2010 8:18 am
Subject: Re: update on EPA discussion with VW

If I understand you correctly, you are suggesting that access is needed to ABS and other systems through SVM because they trigger emissions related DTCs? Is that correct? I just want to make sure I understand your assertion so I can communicate further with VW.

thanks..

From: vwemporium@aol.com
To: Holly Pugliese/AA/USEPA/US@EPA
Cc: Chris.White@mail.house.gov
Date: 01/07/2010 04:02 PM
Subject: Re: update on EPA discussion with VW

Mrs. Pugliese,

I believe I have made myself very clear here and I am not only referring to the Immobilizer program when referring to the technical service bulletin I provided you.

The program I have specifically referred to is **SVM**

SVM: stands for Software Version Management. (This also requires a user name and password for Geko even for cars below 2010) Cars that may require coding range from 1989> from the introduction of the VAG1551 to present day which clearly states will effect emissions if not done proper via the repair manual.

The repair manual used to contain the coding and long coding data to configure these options. It has been deliberately removed and I can prove this if you require.

They moved it to the factory tester and then to the online server via **SVM**.

This was denied to me on my very own VW Jetta TDI 2009 car via the factory tester. For long coding the ABS and ESP to the car to work with the engine ECU which clearly displayed a fault for the impairment. A DTC constitutes failure of emissions in the engine ECU. when informed via the gateway that the ABS is at odds.

This access is required in order to perform emissions related repairs.

As I have said in your final rule they must make available all the same services of the factory tester to me that they provide to there dealership even if non related to emissions due to not selling a crippled emissions version only. This would have been registered with you and was not ever to this day or at time I purchased my OEM VAS 5052 factory scanner.

Please advise,

Jack Shapiro

-----Original Message-----

From: Pugliese.Holly@epamail.epa.gov
To: vwemporium@aol.com
Cc: Chris.White@mail.house.gov
Sent: Thu, Jan 7, 2010 3:10 pm
Subject: Re: Fwd: update on EPA discussion with VW

Mr. Shapiro. Attached is a summary of EPA's finding regarding the VW issues that have been raised to us. In short, we do not believe that VW is in violation of EPA's service information regulations based on the the information we have been provided to date. Please read through this and if you have any questions or additional information you would like us to consider, please let me know.

Regards,

Holly Pugliese
US EPA

From: vwemporium@aol.com
To: Holly Pugliese/AA/USEPA/US@EPA
Cc: Chris.White@mail.house.gov
Date: 12/28/2009 01:53 PM
Subject: Fwd: update on EPA discussion with VW

Hello Mrs. Pugliese EPA US Federal Government,

I have left 3 phone messages in your office since the end of Oct. With the last one today being left.

Is there anything to report on the status of this situation?

VW-Audi yet again has modified the procedure of which to perform the actions required and still have not made available an SVM program with Geko program that is in the same fair competition manner as there franchises to the aftermarket repair shop.

They have changed suppliers and criteria in which they supply information again.

I have been told via a letter they will no longer supply technical bulletins in the manner they have in the past.

Keep in mind these bulletins are the ones we submitted to you with the evidence supplied.

What are you doing about this?

When do I get a username and password to access SVM Geko, the same information and repair procedures/instructions for the factory scanner I purchased from VW-Audi at not a reduced price that was registered with the EPA? In the same manner as a franchise with all required data in order to perform repairs.

Best Regards,
Jack Shapiro

-----Original Message-----

From: Pugliese.Holly@epamail.epa.gov
To: vwemporium@aol.com
Sent: Thu, Oct 15, 2009 1:04 pm
Subject: Re: update on EPA discussion with VW

Hi Jack and thanks for the additional info. I don't have anything in writing to share with you at this point. We have had a few conference calls and EPA is analyzing the situation so we can make a decision. I don't think I need anything else from you at this point, I have all of the e-mails you sent to Jim Clyne so I will keep you posted.

Thanks.

Holly

From: vwemporium@aol.com
To: Holly Pugliese/AA/USEPA/US@EPA
Cc: Chris.White@mail.house.gov
Date: 10/14/2009 12:18 PM
Subject: Re: update on EPA discussion with VW

t Hello Mrs. Pugliese,

This is not just about service information.

It was also in regards to the factory tester not being supported which I purchased from them and a subscription I'm currently maintaining. However I'm not getting nor have I been given access to the same services as the dealer level for the machine. User name and password for GEKO and SVM server access in order to configure control units and marry immobilizers. They are separate services.

Has VW-Audi provided you with any documentation that I may review so I may further research what they state in writing to you?

I am beyond confident I can prove what I have submitted already.

If you require any information or an outside understanding of a service please ask me.

It is my understanding that VW-Audi has purposely tried to convolute the data in order to make it seem like they comply to the EPA and Federal Government when they clearly do not with there Geko program.

I am clearly not referring to Pass-Thru in regards to the functions of the factory tester that have been denied to me. Pass-Thru has only recently become available and the services are still not there I describe. This data has been withheld from me for several years.

Additionally I purchased a life membership for Geko through Resolve Archway Corp on behalf of VW-Audi many years ago. I have already passed a back ground check, am bonded in the state of NY Licensed as a retail repair facility and dealer. They are now trying to change these conditions along with make me sign a different contract using a Pass-Thru device.

I request you enforce them to make the machine VAS 5052 supported as there dealers use that I purchased with the same services extended to me with continuity.

Please advise

Best,

Jack Shapiro

European Parts Emporium
1001 State Route 17K
Montgomery New York 12549 USA

vwemporium@aol.com

845-457-9808 TEL
845-457-9462
845-457-9461 FAX

NYS DMV LIC # 7076062

-----Original Message-----

From: Pugliese.Holly@epamail.epa.gov
To: vwemporium@aol.com
Cc: jjclyne@gw.dec.state.ny.us
Sent: Wed, Oct 14, 2009 11:31 am
Subject: update on EPA discussion with VW

Hello Mr. Shapiro. This is a quick note to let you know that EPA is in conversations with VW on the recent issues you raised regarding the availability of their service information. We haven't come to any conclusions yet, but I will keep you posted. If you have any questions in the meantime, please contact me directly.

Regards,

Holly Pugliese
US EPA
734-214-4288
pugliese.holly@epamail.epa.gov

From: vwemporium@aol.com [mailto:vwemporium@aol.com]
Sent: Tuesday, May 11, 2010 2:50 PM
To: Immekus, Kurt; VWoA Tech Info; vwgoa@arvatousa.com
Cc: Pugliese.Holly@epamail.epa.gov
Subject: Fwd: New VW and Audi Immobilizer Program GEKO ID request

Hello Kurt, Vwgoa, Arvato,

Correction, Uwe Ross said you left him a message on Thursday the 6th, he was on vacation.

He has advised me he will be returning your call.

To keep you advised of what I have knowledge of.

However, Mr. Bierdümppfel has not received an inquiry according to him.

Please see his e-mail below.

Best,

Jack Shapiro

-----Original Message-----

From: vwemporium@aol.com
To: Kurt.Immekus@vw.com
Cc: Pugliese.Holly@epamail.epa.gov; Uwe@Ross-Tech.com
Sent: Fri, May 7, 2010 10:47 am
Subject: Fwd: New VW and Audi Immobilizer Program GEKO ID request

Hello Kurt,

Maybe they have not returned your call or inquiry because there was not one according to them.

Just in case.

Here is an e-mail from Mr. Bierdümppfel.

Additionally.

Contact information for Uwe Ross.

Uwe Ross

Ross-Tech

Uwe@ross-tech.com

Work 267-638-2300 ext 110

Best,

Jack Shapiro

-----Original Message-----

From: KARLYN16@aol.com
To: vwemporium@aol.com
Cc: Kurt.Immekus@vw.com
Sent: Fri, May 7, 2010 10:29 am
Subject: Re: New VW and Audi Immobilizer Program GEKO ID request

Hello Jack,

Nobody from VW has contacted me about your references.

They are welcome to contact me at anytime.

Best Regards,

Karl
Karl Bierdümfpel

Karlyn Industries Inc.

(845) 351-2249

In a message dated 5/7/2010 10:21:54 A.M. Eastern Daylight Time, vwemporium@aol.com writes:

Hello Karl,

VW says you haven't given a reference or returned there contact.

Please advise,

best,

Jack Shapiro

-----Original Message-----

From: Immekus, Kurt <Kurt.Immekus@vw.com>
To: vwemporium@aol.com
Sent: Fri, May 7, 2010 7:43 am
Subject: RE: New VW and Audi Immobilizer Program GEKO ID request

The ID usually takes a couple of weeks, plus I haven't heard back from your references.

Thank You for asking

From: vwemporium@aol.com [mailto:vwemporium@aol.com]
Sent: Thursday, May 06, 2010 4:55 PM
To: Immekus, Kurt; vwgoa@arvatousa.com; VWoA Tech Info
Cc: Pugliese.Holly@epamail.epa.gov
Subject: Re: New VW and Audi Immobilizer Program GEKO ID request

Hello Kurt, Arvato, Vw-techinfo,

It has been over three days. What is the status of the application for Geko.

Do you require anything else?

Please advise,

Best,

Jack Shapiro

-----Original Message-----

From: Immekus, Kurt <Kurt.Immekus@vw.com>
To: vwemporium@aol.com
Sent: Fri, Apr 30, 2010 3:17 pm
Subject: RE: New VW and Audi Immobilizer Program GEKO ID request

Thanks Jack

We will begin processing

Regards

Kurt

From: vwemporium@aol.com [mailto:vwemporium@aol.com]
Sent: Friday, April 30, 2010 3:05 PM
To: Immekus, Kurt
Cc: VWoA Tech Info; vwgoa@arvatousa.com; Pugliese.Holly@epamail.epa.gov
Subject: Re: New VW and Audi Immobilizer Program GEKO ID request

VWGoA,

Arvato,

Techinfo,

Hello Kurt,

You should know this.

One of the documents you sent is corrupt. I was able to fix and print via paint.

The fields were all screwy. I attached a repaired one for you as well in fixed_doc.PNG.

I sent my documents via fax.

Here they are again just in case attached labeled
[Jack_Shapiro_LSID_S8MV2T35_NYS_7076062_IRF_403738.pdf](#)

Best,

Jack Shapiro

European Parts Emporium

1001 State Route 17K

Montgomery New York 12549 USA

845-457-9808 TEL.

845-457-9461 FAX

vwemporium@aol.com

7076062 NYS DMV LICENSE

IRF 403738

FED/NYS Tax ID 14-178-8811

NASTF LSID # S8MV2T35

-----Original Message-----

From: Immekus, Kurt <Kurt.Immekus@vw.com>

To: vwemporium@aol.com

Sent: Thu, Apr 29, 2010 1:59 pm

Subject: RE: New VW and Audi Immobilizer Program GEKO ID request

Hello,

Fill out the two attached forms and fax them back to the Fax number provided.

Thank You

Erwin Support

From: vwemporium@aol.com [mailto:vwemporium@aol.com]
Sent: Thursday, April 29, 2010 12:27 PM
To: Immekus, Kurt; vwgoa@arvatousa.com; VWoA Tech Info
Cc: Pugliese.Holly@epamail.epa.gov
Subject: Re: New VW and Audi Immobilizer Program GEKO ID request

Hello VW-Audi Arvato, Kurt, Eddie

I would like my account activated for username and password for my VAS5052 for GEKO

My NASTF LSID # s8mv2t35

My IRF # is 403738

I am currently registered for the older Geko program for remote take over access.

Please advise of any additional information you require.

Regards,

Jack Shapiro

Euopean Parts Emporium

1001 State Route 17K

Montgomery New York 12549 USA

845-457-9808 TEL

845-457-9461 FAX

vwemporium@aol.com

-----Original Message-----

From: Immekus, Kurt <Kurt.Immekus@vw.com>
To: vwemporium@aol.com; vwgoa@arvatousa.com; VWoA Tech Info <TechInfo@vw.com>
Cc: Pugliese.Holly@epamail.epa.gov; Chris.White@mail.house.gov
Sent: Wed, Mar 31, 2010 7:32 am
Subject: RE: New VW and Audi Immobilizer Program GEKO ID request

Hello Jack,

As explained in the communications distributed last year, to get a security ID for the laptop based system you still need to fill out the application forms listed in the 2010 Immobilizer instructions under the reprogramming heading on the home page of the web site. To get a Geko Id for your VAS device which includes access to security features you must participate in the NASTF secure data release model by completing the application for a Locksmith ID.

Thank You

Kurt Immekus

From: vwemporium@aol.com [mailto:vwemporium@aol.com]
Sent: Tuesday, March 30, 2010 6:35 PM
To: vwgoa@arvatousa.com; VWoA Tech Info; Immekus, Kurt
Cc: Pugliese.Holly@epamail.epa.gov; Chris.White@mail.house.gov
Subject: Fwd: New VW and Audi Immobilizer Program GEKO ID request

Hello Eddie, Kurt, and whom it may concern @ VW-Audi

Kurt I have left you a voice mail @ 4:10PM today in regards to this.

I require a user name and password for both **Pass-thru and the VAS 5052 for GEKO** so please don't be confused.

I own both a VAS 5052 and a ACTIA Pass-Thru XS device.

I am currently registered for the GEKO pin program for 2009 and earlier vehicles for remote take over access of my VAS 5052 tester.

This is part 2 of the document provided by the EPA but it is not referenced on your web site with continuity in regards to the VAS testers.

2010 model year vehicles and later:

- o Immobilizer reprogramming is done directly via the Erwin site and does not require interaction with the fulfillment house and is \$29.95 per instance
- o The process can either be done with a **VAS 5052 or a J2534 pass-thru** cable and a laptop for shops who do not own the VW specific tool.
- o A GeKo ID is required for this process. Aftermarket shops who are already registered will need to re-register with VW, but do not have to pay the \$100 fee. A shop who has never registered with VW will need to do so and pay the one time \$100 fee.

Eddie I don't understand how you could not understand what I was asking but you can see below the Geko information is to be requested from you for 2010 and newer vehicles from Arvato.

It doesn't include the VAS 5052 so maybe this is where you may have misunderstood me in the prior e-mail.

<https://erwin.vw.com/erwin/showVasIndex.do>

Again please escalate this matter because I have been requesting this data since 2008 OCT>

I have now sent in two applications to Resolve corp in AUG of 2009 and Dec 2009 with no response.

I also tried in AUG of 2009 to register with the NASTF but they were not ready before you released the program data criteria which you changed anyway.

I have correspondense from the CEO of the NASTF to back up what I'm saying.

If there is documetation or fees required please advise.

Regards,

Jack Shapiro

European Parts Emporium

1001 State Route 17K

Montgomery New York 12549 USA

845-457-9808 TEL

845-457-9461 FAX

vwemporium@aol.com

Important:

**For pre 2010 pass-thru Immobilizer Instructions please read the following document:
VW Revised Immobilizer Service Program for independent Workshops.**

For 2010 and beyond pass-thru Immobilizer Instructions, please read and follow the directions below.

Overview - Introduction

The Anti-theft Immobilizer system on Audi, Bentley, Lamborghini and Volkswagen vehicles, prevents the engine from being started by unauthorized means.

Some vehicle electrical system control modules that monitor or control engine emissions, as well as some related modules, are integrated with the Anti-theft Immobilizer system.

Table of Contents

- Introduction: [Before you Begin](#)
- Devices: [Recommended Pass-Thru Devices](#)
- Setup: [Immobilizer PC Setup](#)

Step by Step

- Step 1: [Complete Pass-Thru Enrollment Forms](#)

- Step 2: [Install VWGoA Certificate](#)
- Step 3: [Register for erWin](#)
- Step 4: [Download VAS for PC Base Software](#)
- Step 5: [Download VAS for PC Brand Software](#)
- Step 6: [Purchasing a 24 Hour Immobilizer License](#)
- Step 7: [Perform Immobilizer Adaption](#)

Before You can Replace an emission part

Should an emissions related control module that is integrated with the anti-theft immobilizer system require replacement, the new module must be adapted to the anti-theft immobilizer system. Adaptation is required for secure data communication between all vehicle system modules that are integrated with the immobilizer system. Module examples are: Engine Control Module (ECM) and Transmission Control Module (TCM), anti-theft immobilizer control module or instrument cluster, and vehicle keys.

The VAS for PC software enables immobilizer adaptation of applicable control modules on *m.y. 2010 and newer*, Audi, Bentley, Lamborghini and Volkswagen vehicles. Users are guided through the adaptation process via an interactive graphics and text interface.

Requirements for using the VAS for PC software:

- You have enrolled into the program [Step 1: Complete Pass Thru Enrollment Forms](#)
- You have received an email from VWGoA that contains a Security ID and Password to access the immobilizer application hosted in Germany
- You have received an email from VWGoA that contains a certificate file (e.g. IndepeDeale.30001.300999.pfx)
- You have installed the certificate onto your PC
- You have obtained a J 2534-1 Pass Thru device [Recommend Devices](#)
- You have the JVM 1.4.2_15 or later installed on your PC: For the latest Java update, click <http://www.java.com>
- Your computer environment meets the requirements outlined in [Immobilizer for PC Setup](#)

Recommended J 25434-1 Pass-Thru devices

Pass thru devices are available for purchase from a recommended Manufacturer for registered workshops to perform Immobilizer functions. The Pass Thru devices that have been tested to work with VAS for PC follow:

- Passthru+ XS (Firma: I+ME ACTIA GmbH): Firmware 2.07o, Driver 2.07p
Available from ACTIA Corp.
<http://www.passtruxs.com> or (734) 266-2083
- CarDAQ-Plus cable bundle (Drew Technologies): Firmware 01.09.14, Driver 01.09.16
Available from Drew Technologies, Inc.
<http://www.drewtech.com> or (734) 222-5228
- iFlash 2534 Global Programmer (Bluestreak): Firmware 2.11, Driver 5.20
Available from Blue Streak Electronics
<http://www.bsecorp.com> or (905) 669-4812

Email at Info@bsecorp.com

- VSI-2534 Vehicle Connection (Dearborn Group Technology): Firmware 1_112, Driver 2_05_22
Available from Dearborn Group Technology
<http://www.dgtech.com/>

Notes:

- Currently, Pass Thru re-programming supports SAE J2534-1 version 4.04 only.
- Please ensure that you have installed the appropriate driver for your Pass Thru device.
- For details read the documentation shipped with your device or contact the manufacturer.

Immobilizer for PC Setup

Minimum System Requirements

PC:

- CPU 1.7 GHZ
- RAM 1 GB
- Graphics 1024x768
- Hard Disk 10 GB Available
- USB USB connection for Pass-Thru-Box
- DVD
- LAN 100 Mb Broadband

Diagnostics:

- J 2543-1 Pass Thru device
- Battery Charger connected to vehicle during adaption

Warning:

- VAS adaption drains car batteries very quickly. If the battery charge depletes before adaption finishes, permanent damage to modules integrated with the immobilizer system could occur.

Software:

- Windows XP Professional (Service Pack 2) OR Windows 2000 (SP 4)
- VAS for PC Base CD or erWIN download (v16.12 or later)
- VAS for PC Make CD(s) or erWIN download (Audi, Bentley, Lamborghini, and/or VW)
- Microsoft Internet Explorer 6.0 SP 2, plus:
 - Microsoft XML Parser 4.0 SP2

- Adobe Acrobat Reader 5.05
- Java 2 Runtime Environment 1.4.2_15. For the latest Java update, click <http://www.java.com>

VAS for PC System Limitations

The VAS for PC application is designed to adapt modules to the anti-theft immobilizer system on MY 2010 or later vehicles only. The software must be run when replacing emissions related parts such as the ECM, TCM, IC, vehicle keys, and the anti-theft immobilizer control module. This software package includes the following product components:

- VAS for PC Base software (Ver. 16.12 or later)
- VAS for PC Make software matching the brand(s) you repair: Audi, Bentley, Lamborghini, and/or VW.

Note:

Using this product for any purpose other than adapting emissions related parts to the immobilizer system is not recommended or supported.

Link to Manuals: [Siemens VAS for PC Manual](#), [Quick Reference and Troubleshooting document](#)

Step 1: Complete Pass Thru Enrollment Forms

What's needed?

- You must have a broadband internet connection
- You must be a licensed Independent Workshop with a Windows 2000 or XP computer see [minimum requirements](#)

How?

Step 1. Contact: Arvato at (800) 544-8021 or Mail to: vwgoa@arvatousa.com
Arvato will provide you with the following enrollment forms.

- VWGoA Immobilizer Service Application
- VWGoA Network Security ID Request form

Step 2. You must complete and submit the forms along with your business license documentation

and a \$100.00 Application Fee.

Notes: Your application will be approved within 5 business days of receiving the application fee. If denied, an explanation and full refund will be provided.

For approved applications, there is an additional 72 hour processing period required to issue your workshop a Network Security ID and Password.

An approved registration is good for 18 months from the time of application.

Step 3. Once approved you will receive 3 emails from VWGoA Information.security@vw.com. The emails will contain the following:

- Your VWGoA Certificate (e.g. IndepeDeale.30001.300999.pfx)
- Your Network Security User ID
- Your Network Security Password (sent in a separate email for security reasons)

Step 4. Install the VWGoA Certificate into your Windows Certificate Store [Step 2: Install VWGoA Certificate](#)

Step 2: Install VWGoA Certificate

What's needed?

- You must have received a certificate from Information.security@vw.com.
- You must have administrator access to your PC

How?

Step 1.

- Open the email sent to you from Information.security@vw.com that contains the certificate file.
- The email attachment you receive will follow a naming convention that looks similar to the following: IndepeDeale.30000.60599.pfx.

Notes about the Certificate Import Wizard:

- On the "File To" Import screen, click Browse to locate the certificate file on your desktop or in the folder you created.
- On the "Password" screen, leave all the fields blank, and then click Next.li>
- On the Certificate Store Screen, check the "Automatically select the certificate store based on the type of certificate"

- Download the VAS for PC software from erWIN [Step 4: Download VAW for PC Base Software from erWin](#)

Step 3: Register for erWin

What's needed?

- You must have a broadband internet connection

How?

Step 1. Logon to the erWin site branded for the type of vehicle you repair.

- For Audi, Bentley, and/or Lamborghini, your erWIN site is:
<http://erwin.audiusa.com>
- For VW brand vehicles, your erWIN site is:
<http://erwin.vw.com>

Step 3. Complete the registration information, and then check the VWGoA terms and agreements stipulated by VWGoA and the erWIN distribution site (i.e. arvato).

Step 4: Download VAS for PC Base Software from erWin

What's needed?

- You must have previously installed the certificate you received from Information.security@vw.com. See Step 2.

- You must have administrator access to your PC and uninterrupted broadband access to the Internet

Note: Alternatively, you can order a CD from arvato by calling 800 544-8021 or requesting a CD by email (vwgoa@arvatousa.com).

- You must have previously installed JVM 1.4.2_15 on your PC to update your Java version, click <http://java.com> and select Free Download.

How?

Step 1. Open the erWIN website dedicated to the brand of vehicle your workshop repairs.

- If you repair VW cars, click <http://erwin.vw.com>
- If you repair Audi, Bentley, or Lamborghini cars, click <http://erwin.audiusa.com>

Step 2. Click Reprogramming from the menu on the right-side of the page (Audi) or top of the page (VW), and then double-click the "*Immobilizer SW Download*" option:

Notes about Base Software Installation:

- In the figure above, the latest version is "Adaption Functions, base data version V16.12". Yours might be different
- When browsing for a folder to download the software into, remember where it is located. You'll need to find it to later to install the VAS for PC software onto your PC

Step 4. Locate the folder where the software was downloaded, and then double-click the file to start the VAS for PC Base CD installation process.

The installation process should look similar to the following:

Notes:

- There might be as many as 3 items placed on your Windows Desktop and Start Menu. The icon you want is labeled, "Adaption functions," which will run the VAS for PC software
- For information on the other items you see (e.g. VC Configurator and DTS folder), refer to the VAS for PC manual

Step 6. Return to erWin website and download the brand software modules that correspond to the types of cars you repair. [Step 5:Download VAS for PC Brand software from erWIN](#)

Step 5: Download VAS for PC Brand software from erWin

What's needed

- You must have previously installed the certificate you received from Information.security@vw.com Step 2: Certificate Installation
- You must have downloaded and successfully installed the VAS for PC base software Step 4: Download VAS for PC Base Software from erWin

How?

Step 1. To install the Brand CD, open the erWIN website dedicated to the brand of vehicle your workshop repairs.

- If you repair VW cars, click <http://erwin.vw.com>
- If you repair Audi, Bentley, or Lamborghini cars, click <http://erwin.audiusa.com>

Step 2. Click Reprogramming from the menu on the right-side of the page (Audi) or top of the page (VW), and then click the "*Immobilizer SW Download*" option:

- When browsing for a folder to download to, remember where it is located. You'll need to find it later to install the VAS for PC software onto your PC.

Notes about Brand Software Unzipping

- Many files will be added to the folder you choose. Remember this folder because you'll need it later when you add brand adaption functions to your VAS for PC software.

Step 8. If you're ready for immobilizer adaption, purchase a license from the erWin web site. Step 6: Purchasing a 24 Hour Immobilizer License

Step 6: Purchasing a 24 Hour Immobilizer License

What's needed?

- You must have previously installed the certificate you received from Information.security@vw.com [Step 2: Install VWGoA Certificate](#)
- You must be a registered erWin user [Step 3: Register for erWin](#)
- You must have received an email from Information.security@vw.com containing a Network Security ID and Password
- You must have downloaded and successfully installed the VAS for PC base software [Step 4: Download VAS for PC Base Software from erWin](#)
- You must have downloaded and successfully installed the VAS for PC brand software [Step 5: Download VAS for PC Brand Software from erWin](#)

How?

Step 1. Logon to the erWin website dedicated to the brand of vehicle your workshop repairs.

- If you repair VW cars, click <http://erwin.vw.com>
- If you repair Audi, Bentley, or Lamborghini cars, click <http://erwin.audiusa.com>

Step 2. Click Reprogramming from the menu on the right-side of the page (Audi) or top of the page (VW), and then click the "*Immobilizer License Order*" option:

Step 3. Select the duration of the VAS for PC license you want to purchase from the drop-down menu provided.

At this time, the only duration available is 24 hours.

Step 4. If you have a MY 2010 vehicle ready for immobilizer adaption, see [Step 7: Perform Immobilizer Adaption](#)

Step 7: Perform Immobilizer Adaption

What's needed?

- You must have previously installed the certificate you received from Information.security@vw.com [Step 2: Install VWGoA Certificate](#)

- You must be a registered erWin user [Step 3: Register for erWin](#)
- You must have received an email from Information.security@vw.com containing a Network Security ID and Password
- You must have downloaded and successfully installed the VAS for PC base software [Step 4: Download VAS for PC Base Software from erWin](#)
- You must have downloaded and successfully installed the VAS for PC brand software [Step 5: Download VAS for PC Brand Software from erWin](#)
- You must have a valid 24 Hour immobilizer reset license [Step 6: Purchasing a 24 Hour Immobilizer License](#)
- You must have a *MY 2010 or later vehicle* repaired and attached to the VAS for PC computer you are using.

How?

Step 1. Follow the adaption immobilizer instructions described in the [VAS for PC Quick Reference document](#)..

Note:

- If you need more information on how the VAS for PC software functions than what is covered in the Guided Tour document, refer to the VWGoA [VAS for PC Manual](#).

-----Original Message-----

From: vwemporium@aol.com
 To: vwgoa@arvatousa.com
 Cc: Pugliese.Holly@epamail.epa.gov; Chris.White@mail.house.gov; techinfo@vw.com
 Sent: Tue, Mar 30, 2010 11:49 am
 Subject: Re: New VW and Audi Immobilizer Program GEKO ID request

Hello Eddie

This is correct. But not without remote access and not for 2010 vehicles or newer

I however don't have a GEKO username and password for the VAS 5052 for 2010 and newer vehicles or earlier.

Could you please provide so I may perform tasks like other independents are claiming they now have access to without remote access appointment.

It is also what has been being promised since 2008 but has never been made available.

Could you please call me. @ TEL 845-457-9808

I have contacted Kurt Immekus directly, he had claimed it didn't exist. Like he did to the person I spoke to last night which is an independent GEKO user without restriction, he claims now but took him six or better months to get and it recently appeared in Jan of 2010 after contacting someone here at Arvato/VW-Audi complaining.

Please provide Username and password or requirements to achieve this task.

Best,

Jack Shapiro

-----Original Message-----

From: Mailbox, Volkswagen, arvato digital services llc <vwgoa@arvatousa.com>
To: ywemporium@aol.com <ywemporium@aol.com>

Sent: Tue, Mar 30, 2010 11:23 am

Subject: RE: New VW and Audi Immobilizer Program GEKO ID request

Hello Jack,

Thank you for contacting the Volkswagen / Audi Technical Literature Ordering Center.

I am afraid I do not understand your request. If you are requesting login credentials in order to place orders for Immobilizer or Radio codes, please note that you are not required to login. My records indicate that you are actively enrolled in the program, and are able to place orders as needed for future code adaptations. To do this, please simply follow these steps:

1. Access the Literature Portal that corresponds to the Make of the vehicle you would like a code for- either <https://www.vw.techliterature.com> or <https://www.audi.techliterature.com>
2. Click to "Enter Consumer Website"

3. In the "Keyword Search" field, enter "radiosupport" and click "Search"
4. Add the search result to your cart, and click next to complete the ordering process

Each order instance will cost \$29.95 and is payable by credit card.

Please feel free to respond to this message if I have not addressed your inquiry, if you need further assistance, or with any further questions.

Best Regards,

Eddie

Volkswagen / Audi Technical Literature Ordering Center

vwgoa@arvatousa.com

From: vwemporium@aol.com [mailto:vwemporium@aol.com]
Sent: Tuesday, March 30, 2010 6:49 AM
To: Mailbox, Volkswagen, arvato digital services llc
Cc: Pugliese.Holly@epamail.epa.gov; techinfo@vw.com; Chris.White@mail.house.gov
Subject: Fwd: New VW and Audi Immobilizer Program GEKO ID request

Hello Arvato USA on behalf of VW-Audi of North America.

I require a username and password for GEKO and SVM to support the functions of my VAS 5052 Tester.

I have attached the correspondence from the EPA in regards to what is required.

I am already a GEKO user and have been on the PIN program from the start of it.

My tester # is registered with VW-Audi.

I am exempt from the 100USD fee for application as I am a life member.

Please provide detailed instructions and what is required if any other fees in order to expedite the process as VW has changed companies from Resolve Archway to you.

The process was detailed in July of 2009, was not active with the attributes changed for the NASTF with a dead end/ Documented.

The process with links from VW techinfo@vw.com were not active at time of e-mail sent below in 2009 of DEC./Documented.

I have been requesting a username and password for GEKO since 2008 Oct>

Regards,

Jack Shapiro

European Parts Emporium

1001 State Route 17K

Montgomery New York 12549 USA

NYS DMV Repair LIC # 7076062

845-457-9808 TEL

845-457-9461 FAX

vwemporium@aol.com

-----Original Message-----

From: Pugliese.Holly@epamail.epa.gov
To: vwemporium@aol.com
Cc: Chris.White@mail.house.gov
Sent: Thu, Jan 7, 2010 3:10 pm
Subject: Re: Fwd: update on EPA discussion with VW

Mr. Shapiro. Attached is a summary of EPA's finding regarding the VW issues that have been raised to us. In short, we do not believe that VW is in violation of EPA's service information regulations based on the the information we have been provided to date. Please read through this and if you have any questions or additional information you would like us to consider, please let me know.

Regards,

Holly Pugliese
US EPA

From: vwemporium@aol.com
To: Holly Pugliese/AA/USEPA/US@EPA
Cc: Chris.White@mail.house.gov
Date: 12/28/2009 01:53 PM
Subject: Fwd: update on EPA discussion with VW

-----Original Message-----

From: VWoA Tech Info <TechInfo@vw.com>
To: 12Vdoc@gmail.com; 35jandi@optimum.net; aaforeign@hotmail.com; alan@bridgewatermotorworks.com; alex_locks@yahoo.com; animasautomotive@msn.com; arkco00368@yahoo.com; armand@gfautomobiles.com; autoimport1@sbcglobal.net; autolegend@comcast.net; autolox@comcast.net; autosafety@msn.com; autotech2go@gmail.com; autowerkes@roadrunner.com; autoy58@yahoo.com; avsauto@comcast.net; baydiagnostic@aol.com; Beachhouseimportsusa@yahoo.com; beetleclinic@rcn.com; Berrylocksmith@aol.com; bill@lock.com; bryan@rmotorcars.com; bryannystrom@msn.com; bsorkhe@aol.com; BtoB@roadrunner.com; bwbeetle@msn.com; chkengine@yahoo.com; colin@affinitiveauto.com; DaveLee@mgautowholesale.com; dg1brandt@kcnet.com; dlee7883@optonline.net; DrPeter@excite.com; dstrieder@msn.com; earl@huberauto.com; eddiedellz@yahoo.com; EQMain@euroquattro.com; estimates@alexsautohaus.com; europart@pacbell.net; eute321@aol.com; example7751@sbcglobal.net; fares2870@yahoo.com; geraragon@hotmail.com; germania@isomedia.com; germanconcepts@comcast.net; globalautoelectric@gmail.com; gordon.rudolph@taeaudio.com; GSMWERK@YAHOO.com;

hessy@volxgerman.com; hillbros@pacbell.net; hitechautomotive@clearwire.net; Hvautoelectric@AOL.com; info@executiveautogallery.com; info@fairfieldcountymotorsport.com; info@hillsideimports.com; ingolstadtwest@yahoo.co.uk; iwaldman@comcast.net; jacob@mississaugaautocentre.ca; jbeckius@centroftherockies.com; jennifer@vwerks.com; jjautobody@sbcglobal.net; jkautomotive@hotmail.com; JM2674@msn.com; josserman>SelectEuroCars.com; Jpmaui@optonline.net; keymanmike@juno.com; keystoneautoservice@pacbell.net; labarslockshop@comcast.net; lifetimesecurity@qwestoffice.net; lostcabin@mac.com; mark@mittlermotors.net; markcerv@aol.com; Matt@eurotechofholland.com; mbener@carmadillo.com; migeli@yahoo.com; millbrookimports@madriver.com; mpal6703@yahoo.com; murphyvw@earthlink.net; mygarageinc@msn.com; nicholsshop@ucom.net; oldwickvillage@earthlink.net; parkav13@hotmail.com; pat@pro-imports.com; pdglockservice@aol.com; peggygagnon@verizon.net; philsautos@aol.com; plano@autoscopeitd.com; poojitha.dahanaike@servicesolutions.spx.com; premierauto@bellsouth.net; Purcell@qx.net; qicpic@bellsouth.net; r@ea-w.com; raulb@bellsouth.net; Richard.Harger@cox.com; richkstrotz@keithcoxbahn.com; RPWerner@aol.com; rwittler@comcast.net; rwsie@clear.net; sales@bernhards.com; sevan@integritymotorcar.com; skiking1@hotmail.com; sloanavs@aol.com; smdiagnostics@optonline.net; steveb@atlantic.net; TC2869@msn.com; Teimc@verizon.net; theautoclinic@sbcglobal.net; thekidsgarage@hotmail.com; tonybranch33@juno.com; tramies@pvgarage.com; vwemporium@aol.com; vwhoward@wagenwerx.com; vwkoda09@aol.com; walter@universalimports.com; Werner.Huber@AUDI.DE; whiteknightlocks@aol.com; xgdon@hotmail.com; yinyang@earthlink.net; zamorasm@msn.com

Sent: Wed, Dec 2, 2009 10:03 am

Subject: New VW and Audi Immobilizer Program

To: All VW and Audi Registered Independent Repair Shops.

Subject: New Immobilizer Program

Effective Immediately Resolve / Archway will no longer be accepting Immobilizer Adaption requests.

Volkswagen and Audi has a new vendor for these services, Arvato. As a result the process has changed.

Obtaining an immobilizer adaptation requires access to a tester configured with a certificate for use with the GeKo system, a high speed internet connection and additional information identifying both the vehicle and workshop to maintain security. The adaptation is only valid for the vehicle it is being performed on at the time it is being performed. The certificate download to your e-mail address will occur within a half an hour of the adaptation request.

1. Registered workshops: request an immobilizer adaptation by purchasing on-line through:

www.vw.techliterature.com/consumer/home.aspx or

www.audi.techliterature.com/consumer/home.aspx

Open the web site and select "Consumer Portal", Enter "Diagnostics" in the literature type. Do not fill in any of the other search categories.

2. When in the VW site, search for code VWIMMRADIOSUPPORT.

3. When in the Audi site, search for code AUIMMRADIOSUPPORT

- Immobilizer adaptation fee of \$29.95 will apply for each adaptation ordered by the workshop.

4. Upon checkout, you will receive an acknowledgement email that the order is in process.
5. Arvato will call the independent shop to request the Vehicle VIN# and other important information.
 - Hours of operation are 7AM to 5PM PST
6. Arvato Immobilizer Support immediately contacts VWGoA with an immobilizer adaptation and certificate download request
7. VWGoA calls the requesting registered workshop and completes the adaptation procedure.
 - If the vehicle has been reported as stolen, no immobilizer adaptation will be given

For complete program details, please see the attached document.

Thank you

Volkswagen / Audi Immobilizer Support

<<Pre 2010 Immobilizer Service Program for Independent Workshops.pdf>>

-----Original Message-----

From: Pugliese.Holly <Pugliese.Holly@epamail.epa.gov>
To: vwemporium <vwemporium@aol.com>
Sent: Thu, Oct 14, 2010 9:27 am
Subject: Re: EMISSIONS FRAUD ! ATTENTION EPA

Hi Jack. Thanks for sending this. I have turned it over to our Enforcement Office.. They have brought cases against several other companies like this and I'm sure they will be interested in this one as well if they aren't already aware of it.

Holly A. Pugliese
US EPA
Office of Transportation and Air Quality
734.214.4288
pugliese.holly@epa.gov

From: vwemporium@aol.com
To: Holly Pugliese/AA/USEPA/US@EPA
Date: 10/12/2010 02:47 PM
Subject: EMISSIONS FRAUD ! ATTENTION EPA

Hello Holly

Please tell these guys to stop selling this stuff. It is used for nothing other then circumventing an emission device.

http://store.42draftdesigns.com/O2-Sensor-Spacer_p_306.html

<http://forums.vwvortex.com/showthread.php?5049214-P0420-on-2001-Jetta-1.8T&p=67944508#post67944508>

If you could just drop someone like this a an email. I bet you could scare a difference :)

Flying back from NASTF and CARS meeting Vegas for Right to Repair Act meeting, so I was helping people fix there dirty cars via the long flight home.

Thank you again by the way with the help getting VW-Audi to sort of comply.

It seems they are being very difficult with releasing the required information to repair cars safe and clean.

Cheers.

Jack Shapiro

**European Parts Emporium
1001 State Route 17K
Montgomery New York 12549 USA**

vwemporium@aol.com

**845-457-9808 TEL
845-457-9461 FAX**

-----Original Message-----

From: vwemporium <vwemporium@aol.com>
To: mcdaniel.doug <mcdaniel.doug@epa.gov>
Sent: Sat, Jan 19, 2013 10:37 pm
Subject: Fwd: Some key points of interest EPA emission violations.

For your pleasure Doug,

Happy 2013

Jack Shapiro E.P.E.

VAS>Geko ASE Extern

7076062 NYS DMV

SAE>NASTF

European Parts Emporium

Immobilizer Solutions

1001 State Route 17K

Montgomery New York 12549 USA

vwemporium@aol.com

845-457-9808 TEL/FAX

845-784-0564 Net

-----Original Message-----

From: vwemporium <vwemporium@aol.com>
To: Pugliese.Holly <Pugliese.Holly@epamail.epa.gov>; vwemporium <vwemporium@aol.com>;
Chris.White <Chris.White@mail.house.gov>
Sent: Sat, Jan 19, 2013 10:34 pm
Subject: Some key points of interest EPA emission violations.

Good Job, Holly,

Happy 2013!

<http://www.epa.gov/enforcement/air/cases/edgeproducts.html>

You may want to take a look a little over here.

One of the largest perpetrators of what I have to undo for VW-Audi-Porsche.

They hide behind the fact they are in Canada.

<http://www.unitronic-chipped.com/>

They make an appearance, in force,.... at a show called Waterfest, (a VW car show) in the USA
Englishtown OLD BRIDGE TOWNSHIP NJ every year.

They make an extra effort, to make kids believe that deleting all the emission devices should be done,
and offer the services to do so.

<http://www.waterfest.net/>

I bet if you did a walk through at this show, you could clean up a large portion of this, or at the very least,
investigate it.

Simply put, I am tired of people coming in and saying "oh I wont fix my car I will just delete it because its
cheaper".

It hurts my economy for repairs.

Just my two cents below.

It would be helpful if the EPA would dispatch a letter to all State DMV agencies.

That a clear of the fault memory should be performed at end of State DMV IM SMOG inspection, read
VIA the OBD2 and then recheck the readiness status VIA the OBD2. It is my experience that cars such as
the company above, set the Readiness bits to ready always. This would help fail cars that clearly have
been modified and generate monies for fines etc.

Best,

Jack Shapiro E.P.E.

VAS>Geko ASE Extern

7076062 NYS DMV

SAE>NASTF

European Parts Emporium

Immobilizer Solutions

1001 State Route 17K

Montgomery New York 12549 USA

vwemporium@aol.com

845-457-9808 TEL/FAX

845-784-0564 Net

UNITED STATES DISTRICT COURT

for the

Southern District of New York

RTK Technologies Limited

Plaintiff)
v.) Civil Action No. 15-CV-05157-KMK
Jack Shapiro)
Defendant)

SUMMONS IN A CIVIL ACTION

To: (Defendant's name and address) Jack Shapiro
1001 State Route 17K
Montgomery, New York 12549

A lawsuit has been filed against you.

Within 21 days after service of this summons on you (not counting the day you received it) — or 60 days if you are the United States or a United States agency, or an officer or employee of the United States described in Fed. R. Civ. P. 12 (a)(2) or (3) — you must serve on the plaintiff an answer to the attached complaint or a motion under Rule 12 of the Federal Rules of Civil Procedure. The answer or motion must be served on the plaintiff or plaintiff's attorney, whose name and address are:

Melissa A. Pena
Ami Bhatt
Norris, McLaughlin & Marcus, P.A.
875 Third Ave., 8th Floor
New York, New York 10022

If you fail to respond, judgment by default will be entered against you for the relief demanded in the complaint. You also must file your answer or motion with the court.

CLERK OF COURT

Date: _____

Signature of Clerk or Deputy Clerk

440 (Rev. 12/09) Summons in a Civil Action (Page 2)

Civil Action No. _____

PROOF OF SERVICE

(This section should not be filed with the court unless required by Fed. R. Civ. P. 4 (l))

This summons for *(name of individual and title, if any)* _____
was received by me on *(date)* _____.

I personally served the summons on the individual at *(place)* _____
on *(date)* _____; or

I left the summons at the individual's residence or usual place of abode with *(name)* _____
_____, a person of suitable age and discretion who resides there,
on *(date)* _____, and mailed a copy to the individual's last known address; or

I served the summons on *(name of individual)* _____, who is
designated by law to accept service of process on behalf of *(name of organization)* _____
on *(date)* _____; or

I returned the summons unexecuted because _____; or

Other *(specify)*: _____

My fees are \$ _____ for travel and \$ _____ for services, for a total of \$ 0.00.

I declare under penalty of perjury that this information is true.

Date: _____ *Server's signature*

Printed name and title

_____ *Server's address*

Additional information regarding attempted service, etc:

**IN THE UNITED STATES DISTRICT COURT
SOUTHERN DISTRICT OF NEW YORK**

RTK TECHNOLOGIES LIMITED,

Plaintiff,

v.

JACK SHAPIRO,

Defendant.

Civil Action No. 15-cv-05157 (KMK)

**AMENDED COMPLAINT
DEMAND FOR JURY TRIAL**

Plaintiff, RTK Technologies Limited (“Plaintiff” or “RTK”), by and through its undersigned counsel, as and for its amended complaint against defendant, Jack Shapiro (“Defendant” or “Shapiro”), alleges as follows:

NATURE OF THE SUIT

1. This is an action for trademark infringement, commercial defamation and unfair competition under the United States Trademark (“Lanham”) Act, as amended, and breach of a dealership agreement, unfair competition, defamation, and tortious interference with existing and prospective contract in violation of New York common law.

2. Although Plaintiff terminated its dealership arrangement with Defendant and Defendant acknowledges that he is a *former* dealer, Defendant continues to utilize Plaintiff’s trademarks and sell Plaintiff’s goods.

3. Plaintiff seeks to protect its REVO mark and variations thereof, which it has used for over the past decade in the United States in connection with the manufacturing, distribution and sale of its automotive software products.

4. Defendant has trespassed blatantly on Plaintiff’s trademark rights by marketing and offering for sale similar goods and services under a designation identical to Plaintiff’s marks.

5. Despite Plaintiff's demands that Defendant cease infringing on its trademark rights and selling Plaintiff's goods, Defendant has continued to use and appropriate Plaintiff's marks and sell Plaintiff's goods.

6. In addition, after Plaintiff commenced this action, Defendant hasengaged in a campaign to defame Plaintiff in the market place by publishing false and misleading statements regarding Plaintiff and its product on his website and eBay. Defendant's misleading statements include that (i) Plaintiff is perpetrating a fraud on government agencies by tampering with emission devices; (ii) Plaintiff's intellectual property is "illegal;" (iii) Plaintiff commits acts of forgery; and (iv) Plaintiff defrauds customers and its dealer network. Upon information and belief, Defendant has also emailed to Plaintiff's dealer network these false statements and solicited them to provide him with Plaintiff's proprietary information, which would constitute a breach of their dealership agreements.

7. Plaintiff brings this action to put an end to Defendant's willful violation of its rights.

THE PARTIES

8. Plaintiff is a limited liability company organized under the laws of the United Kingdom, having a principal place of business of 37 Lanchester Way, Royal Oak Industrial Estate, Daventry, NN118PH, United Kingdom.

9. Upon information and belief, defendant Jack Shapiro is an individual residing in New York at 1001 State Route 17K, Montgomery, New York 12549. Mr. Shapiro also does business under the name European Parts Emporium.

JURISDICTION AND VENUE

10. This Court has jurisdiction over this dispute pursuant to 15 U.S.C. § 1121, 28 U.S.C. § 1331 and 28 U.S.C. § 1338(a), as the counts pleaded herein arise under the United States Trademark (Lanham) Act of 1946, as amended, 15 U.S.C. §§ 1051-1127.

11. Subject matter jurisdiction in this Court over these causes of action is proper pursuant to Sections 39 and 44 of the Lanham Act, 15 U.S.C. § 1121 and 28 U.S.C. §§ 1331 and 1338, and pursuant to 28 U.S.C. § 1367, under a theory of supplemental jurisdiction.

12. This Court has personal jurisdiction over the Defendant as Defendant resides and conducts business in this district, and as Defendant has caused injury to Plaintiff in this judicial district.

13. Venue is proper in the Southern District of New York pursuant to 28 U.S.C. § 1391(b), as a substantial part of the events giving rise to the claims of this complaint occurred in this judicial district.

STATEMENT OF FACTS

PLAINTIFF'S TRADEMARK RIGHTS

14. Plaintiff RTK was founded in 2002 in Daventry, England. The company offers automotive aftermarket performance-enhancing products and services.

15. For over 10 years, since 2003, Plaintiff has manufactured, distributed, offered for sale, and sold its automotive software products under the REVO TECHNIK mark in the United States.

16. Since that time, Plaintiff has also manufactured, distributed, offered for sale, and sold its automotive software products under the REVO mark in the United States.

17. Plaintiff offers its goods and services in over forty (40) countries around the world, through a network of over 400 authorized dealers and performance centers internationally.

18. In the United States specifically, Plaintiff's products are sold nationwide, through a network of dealers located in approximately 30 states.

19. Plaintiff owns the following U.S. trademark registration:

- Reg. No. 4,759,978 for the mark REVO, in Class 42 for computer software used to increase automotive fuel efficiency and engine performance.

20. Plaintiff also owns the following pending U.S. trademark applications:

- Serial No. 86/442,535 for the mark REVO TECHNIK, in Class 42 for computer software used to increase automotive fuel efficiency and engine performance.

Collectively, Plaintiff's trademarks are referred to as the "REVO Marks." A copy of the certificate of registration for the registered REVO Mark is attached hereto as **Exhibit A**.

21. In the past five years alone, Plaintiff has realized not less than 2 million dollars in sales for goods and services offered under the marks in the United States.

22. Indeed, Plaintiff is one of the leading providers of such goods and services in the United States.

23. Additionally, Plaintiff has spent significant sums of money to promote, advertise and market its REVO brand in the United States. Excerpts of Plaintiff's website, through which Plaintiff markets its goods in the United States, are attached hereto as **Exhibit B**.

24. The REVO Marks have become well-known to consumers throughout the United States as an indication of goods and services emanating from or authorized by a single source, namely Plaintiff, and thus have acquired distinctiveness and secondary meaning.

25. As a result of Plaintiff's sales of goods and services under the REVO designations, its extensive promotion of the REVO Marks, and its nationwide presence, the REVO Marks have become imbued with goodwill and renown, which is exclusively associated with Plaintiff.

DEFENDANT'S INFRINGEMENT OF PLAINTIFF'S TRADEMARK RIGHTS

26. Defendant has engaged in activities designed to trade off the reputation and goodwill earned by Plaintiff in its REVO Marks.

27. As noted, Plaintiff's products and services are distributed through a network of dealers and performance centers.

28. Defendant is a former dealer of Plaintiff.

29. On or about April 7, 2003, Defendant signed an agreement with Revo Technik America, LLC (the "Dealer Agreement"). A true and complete copy of the Dealer Agreement, dated April 7, 2003, is attached hereto as **Exhibit C**.

30. In his capacity as a dealer for Plaintiff, Defendant sold Plaintiff's software and related products to consumers, including installing and providing support for Plaintiff's software products sold under the REVO Marks on consumer's vehicles.

31. Under the terms of the parties' agreement, any and all intellectual property rights, including rights in the REVO Marks, remain the property of Plaintiff.

32. Specifically, Paragraph 2.2 of the Dealer Agreement set forth the following:

Ownership of Intellectual Property Rights.

All patents, trademarks, trade names, Trade Secrets, know-how, logos, derivatives, copyrights, copyrightable material, Software System, hardware, instruction manuals, code, chips and other designations used or adopted by REVO in connection with the manufacturing, selling or distribution of the REVO Software including, without limitation, the REVO marks and original content (collectively the "Rights") shall at all times be and remain the exclusive property of REVO. Nothing contained in this Agreement shall be construed to give New Company any ownership of or interest in the Rights or shall enable New Company to use the Rights after the expiration or termination of this Agreement. Any and all trademarks, copyrights, or other Rights which may exist or hereafter come into being, including without limitation, brand names subbrand names, or slogans, and which are used on labeling, packaging, advertising or promotional material for REVO Software shall be the exclusive property of REVO and shall be deemed included among the Rights. To the extent any other rights in or to any

trademarks, copyrights or other intellectual property associated or related to REVO Software or the marketing, sale or distribution thereof are deemed to accrue to New Company, New Company hereby agrees to assign any and all such rights to REVO at such time as they are deemed to accrue.

See Exhibit B at ¶ 2.2.

33. Under the terms of the Dealer Agreement, Defendant also acknowledged that the REVO Marks belong to Plaintiff, as pursuant to Paragraph 3.2 of the Dealer Agreement, the parties agreed as follows:

Rights to the Marks

Nothing in this Agreement will create in New Company any rights in the REVO Marks (except the right to use such marks in accordance with this Agreement). New Company shall not use the REVO name or any abbreviation, contraction or simulation thereof or of REVO affiliated companies without REVO's prior written consent other than as expressly provided for in this Agreement.

See Id. at ¶ 3.2.

34. In addition, Defendant further agreed that it "shall not file during the Term [of the Dealer Agreement] or thereafter, any application for trademark or service mark registration or otherwise obtain or attempt to obtain ownership of any trademark, service mark or trade name with consist of a REVO mark or any REVO mark design, logo or slogan." Id. at ¶ 2.3.

35. Further, the Dealer Agreement provided that upon termination of the dealership arrangement, the dealer and his New Company shall discontinue use of the REVO Marks and any other REVO trade names or trademarks. Id. at ¶ 4.3.

36. Moreover, upon termination, the dealer must return all unused goods and materials, REVO's proprietary Serial Port Programming cable (the "SPP Cable"), service manuals, and other REVO materials to Plaintiff. Id.

37. The Dealer Agreement was renewed on or about November 23, 2005 by and between Shapiro and Revo Developments, Limited, the successor to Revo Technik America,

LLC (the "Renewal Agreement" and together with the Dealer Agreement, "Agreements"). A true and complete copy of the signature page of the Renewal Agreement, executed by Defendant on or about November 23, 2005, is attached hereto as **Exhibit D**. Plaintiff has succeeded to Revo Developments, Limited's rights in the Agreements.

38. The term of the Renewal Agreement was for one year and automatically renewed for one year terms unless otherwise terminated.

39. The terms of the Renewal Agreement carried forward Defendant's acknowledgment of Plaintiff's rights in its REVO Marks.

40. In addition, it also set forth that upon termination of the dealership arrangement, the dealer must return all unused goods, the SPP Cable, and other materials within 5 days of termination.

41. On or about December 4, 2013, Plaintiff terminated the dealership agreement with Defendant.

42. At the time it terminated the Agreements, Plaintiff demanded that Defendant return the SPP Cable and other materials as provided for under the Agreements. Defendant failed to comply with such demand.

43. Despite having been terminated as a dealer of Plaintiff, Defendant also continued to advertise and promote himself as "an authorized Revo Technik Dealer."

44. In addition, though he no longer has Plaintiff's permission to do so, Defendant continues to advertise and display Plaintiff's REVO Marks and Plaintiff's products and services on his website, www.europeanpartsemporium.com.

45. Further, notwithstanding his knowledge of Plaintiff's rights in the REVO Marks, on January 21, 2014, Defendant filed an application with the U.S. Trademark Office to register

the trademark REVO TECHNIK USA (the “Infringing Mark”), U.S. Trademark Application Serial No. 86/170,954 for “[d]ocument data transfer from one computer format to another; document data transfer from one computer to another; computer services, namely, data recovery services; computer services, namely, providing encrypted data recovery services” in Class 42 (the “Application”). A true and complete copy of Defendant’s Application for the Infringing Mark, filed January 21, 2014, is attached hereto as **Exhibit E**.

46. Though Defendant described the relevant goods and services using differing terminology in the Application, upon information and belief, such goods and services clearly refer to goods and services identical to, related to, or highly similar to those offered by Plaintiff, and therefore the Application sought to register a mark that is identical to or highly related to Plaintiff’s REVO Marks.

47. Prompted by the discovery of Defendant’s Application for the Infringing Mark, and in view of Plaintiff’s prior rights, in July 2014, counsel for Plaintiff demanded that Defendant withdraw the Application for the Infringing Mark. In addition, Plaintiff demanded that Defendant cease from displaying the REVO Marks and otherwise associating himself with Plaintiff on his website. A true and complete copy of Plaintiff’s July 28, 2014 correspondence is attached hereto as **Exhibit F**.

48. Plaintiff also reiterated its demands that Shapiro return the SPP Cable and any unused goods and materials to Plaintiff. *See id.*

49. In response to Plaintiff’s July 28th correspondence, Shapiro asserted that he had returned the SPP Cable (without which he is unable to sell Plaintiff’s goods or continue to act as a dealer) to Plaintiff on or about October 19, 2012. However, the cable returned by Defendant was an old version of the cable. Subsequent to the return of such cable, on or about October 22,

2012, Plaintiff issued Defendant a new SPP cable, which upon information and belief Defendant has not returned.

50. Upon information and belief, Defendant is still in possession of the SPP cable that was issued on or about October 22, 2012 given that Defendant continues to sell Plaintiff's goods, which, upon information and belief, he cannot sell without use of the SPP Cable as the cable is necessary to service and install Plaintiff's software. Thus, Defendant's continued selling of Plaintiff's goods belies his assertion that he has returned all of Plaintiff's SPP cables.

51. Despite further correspondence from Plaintiff demanding that Shapiro cease his infringing acts, Shapiro failed to comply with any of Plaintiff's demands, including the demand to withdraw the Application to register the Infringing Mark.

52. On November 3, 2014, Plaintiff filed its own applications to register the REVO Marks and was forced to file a Notice of Opposition with the U.S. Trademark Office, Trademark Trial and Appeal Board ("TTAB"), opposing Defendant's Application for the Infringing Mark. A true and complete copy of the Notice of Opposition, filed on November 4, 2014 with the TTAB, is attached hereto as **Exhibit G**.

53. Shapiro failed to file an answer or otherwise respond to Plaintiff's Notice of Opposition within his time to do so.

54. Accordingly, on January 16, 2015, the TTAB issued an Order to Show Cause and Notice of Default, providing Shapiro thirty (30) days from the date of the notice to show why a judgment of default should not be entered against him. A true and complete copy of the Order to Show Cause, dated January 16, 2015, is attached hereto as **Exhibit H**.

55. Following Shapiro's default and the issuance of the Board's Order to Show Cause, by way of a correspondence dated January 19, 2015, Plaintiff reiterated its demands that

██████████ engaging activities. A true and complete copy of Plaintiff's January 19, 2015
██████████ attached hereto as **Exhibit I**.

56. In or around January 28, 2015, Shapiro acknowledged that Plaintiff terminated the
██████████ agreement. He removed references to himself as "an authorized Revo Technik
Dealer" from his website and clarified that he is a former dealer for Plaintiff. Despite his
██████████ acknowledgment that he is a former dealer of Plaintiff, Shapiro did not cease utilizing the REVO
Marks or selling Plaintiff's goods. Indeed, on his website, Defendant states that he will continue
to sell new versions of Plaintiff's goods despite being terminated as a dealer for Plaintiff.
Excerpts of Defendant's website, www.europeanpartsemporium.com, wherein he wrongfully
continues to advertise and display the REVO Marks are attached hereto as **Exhibit J**.

57. On February 28, 2015, judgment was entered by the TTAB on Defendant's
Application against Defendant and in favor of Plaintiff. A true and complete copy of the
TTAB's February 28, 2015 Judgment is attached hereto as **Exhibit K**.

58. Shapiro however continues to sell and promote REVO branded products and
advertise and display Plaintiff's REVO Marks on his website.

59. Shapiro also has refused to return the SPP Cable and any unused REVO goods or
materials.

60. Further, Shapiro is continuing to sell and promote REVO branded products on an
eBay store under the name "vwemporium128a." True copies of images from Shapiro's eBay
store, where he sells and features REVO branded products and continues to advertise and display
the REVO Marks, are attached hereto as **Exhibit L**.

61. Moreover, to promote his company, European Parts Emporium, Shapiro continues
to use paraphernalia and marketing materials that bear the REVO Marks, including but not

~~is using the REVO Marks on his business cards, as well as continues to distribute materials that associate his business with that of the Plaintiff.~~

~~62. In addition, despite being denied registration for the Infringing Mark, Revo Technik USA, and despite Plaintiff's clear prior rights in the REVO Marks, Defendant continues to use the Infringing Mark.~~

~~63. Defendant has purchased and owns the domain name www.revotechnikusa.com (the "Infringing Domain"), which website redirects consumers to his European Parts Emporium website. Upon information and belief, Defendant registered this domain in bad faith and with the specific intent of diverting consumers from Plaintiff's website.~~

64. Plaintiff also learned that Shapiro is selling and promoting REVO branded products on a second eBay store under the name "revo_technik_usa," a name confusingly similar, and indeed nearly identical to the REVO Marks. True copies of images from Shapiro's eBay store, under the member name "revo_technik_usa," which sells and features REVO branded products and advertises and display the REVO Marks, are attached hereto as **Exhibit M**.

65. Further, upon information and belief, in order to sell the types of the Plaintiff's goods available for purchase on Defendant's "revo_technik_usa" eBay store, Defendant must be in possession of Plaintiff's SPP Cable. Accordingly, upon information and belief, Defendant has retained Plaintiff's SPP Cable.

66. In addition, despite demands from Plaintiff that Defendant cease his continued use of the REVO Marks and of the Infringing Mark, REVO TECHNIK USA, Defendant has refused and persists in his infringing activities.

67. Defendant's Infringing Mark is identical, or nearly identical, to Plaintiff's REVO Marks.

68. Given the identical nature of the Infringing Mark and the REVO Marks, Defendant's use of the Infringing Mark is likely to cause confusion in the marketplace as to the origination, association, sponsorship or endorsement of Defendant and/or its goods and services' sold under the Infringing Mark by or with Plaintiff and/or its goods and services sold under the REVO Marks.

69. Further, as a result of Defendant's role as a former dealer of Plaintiff, Defendant had constructive notice, since long prior to the commencement of Defendant's unlawful actions described herein, of Plaintiff's exclusive ownership of the REVO Marks.

70. In addition, Plaintiff no longer has an association, affiliation, sponsorship or any other connection to the Defendant. Nonetheless, Defendant continues to use the REVO Marks on his website. Consequently, Defendant's wrongful actions are likely to mislead consumers into believing that Plaintiff and Defendant are affiliated when they are not.

71. Defendant's wrongful actions are likely to divert and appropriate the goodwill created by Plaintiff in its REVO Marks.

72. Upon information and belief, Defendant is willfully and in bad faith attempting to exploit the goodwill and fame of the REVO Marks. Defendant's infringing use of the REVO Marks on his website and eBay stores, and his use of the Infringing Mark has the effect of injuring Plaintiff by deceiving, misleading, and confusing Plaintiff's customers and the public in general as to whether Plaintiff is the source, sponsor, or otherwise associated with Defendant and the goods and services intended to be sold under the Infringing Mark.

DEFENDANT'S FALSE AND MISLEADING STATEMENTS

73. Subsequent to Plaintiff's commencement of this action, Defendant has engaged in a campaign to defame and disparage Plaintiff and its products.

74. On or about July 16, 2015, Defendant published on his website malicious, defamatory and disparaging comments concerning Plaintiff and its products. On his website, Defendant stated that (a) Plaintiff's products are "illegal;" (b) Plaintiff defrauds government agencies by taking steps to circumvent emission testing; and (c) Plaintiff displays false statements on its website regarding its products. Specifically, Defendant's website contained the following disparaging statements: that Plaintiff engages in a "criminal enterprise for programming cars driven on public roads . . . by deceiving Federal/State Government SMOG Emission agencies, Insurance companies, deceit or even you the customer by their documented lies . . ." Defendant went on to state that Plaintiff lies to its customers and "will forge anything they choose to suit their illegal business model, stating, more lies at any given time." A true and complete copy of an excerpt of Defendant's website page containing such malicious, defamatory and disparaging comments is attached hereto as **Exhibit N**.

75. Such malicious, defamatory and disparaging comments are accessible to consumers via Defendant's website, www.europeanpartsemporium.com, as well as through the Infringing Domain, www.revotechnikusa.com, which domain incorporates terms confusingly similar to Plaintiff's REVO Marks and which redirects to Defendant's www.europeanpartsemporium.com domain.

76. Similarly, Defendant has posted nearly identical malicious, defamatory and disparaging statements on the eBay website wherein he sells Plaintiff's products. A true and complete copy of an excerpt of Defendant's eBay store is attached hereto as **Exhibit O**. In addition to publishing such false statements on the eBay website, Defendant also solicits "REVO TECHNIK DEALERS" to breach their own dealership agreements with Plaintiff. He requests that the dealers provide him with Plaintiff's proprietary information, including credits for SPP

cables (which cables are required to purchase and sell Plaintiff's software products), Plaintiff's internal documents and encrypted files.

77. In addition, on July 15, 2015, Defendant sent an email to Plaintiff's dealers directly soliciting them to turn over Plaintiff's proprietary information. The email also contained a link to Defendant's website which contained the malicious, defamatory and disparaging statements referenced above. In such email, Defendant also asked Plaintiff's dealers, the following question: "Ever suspect that a sale was undermined and sent directly to Revo circumventing you?" Upon information and belief, this question was posed to cause dealers to believe that Plaintiff is deflecting customer sales from its dealer network and retaining the sales for itself. Defendant went on to state to Plaintiff's dealers that Plaintiff is "bilking" them. Upon information and belief, the July 15, 2015 email went to REVO's entire dealer network as well as other third parties in the automobile industry.

78. Upon information and belief, Defendant has also posted disparaging comments concerning Plaintiff, consistent with the above-referenced statements, on various online automobile forums. Upon information and belief, on or about August 5, 2015, Defendant initiated a discussion thread on the forum VWVortex.com, under the username "OVER_Technik_USA" and falsely stated that Plaintiff was under investigation by the Environmental Protection Agency. A true and complete copy of this thread from the website VWVortex.com is attached hereto as **Exhibit P**.

79. Defendant's statements concerning Plaintiff, its products, and its business are false.

80. With respect to Defendant's statement that Plaintiff is defrauding government agencies by modifying its product to circumvent emission tests, Defendant has full knowledge

that this is false statement. Being in the industry, Defendant is fully aware that if Plaintiff tampered with the product to circumvent emissions tests, *any* modification would cause the vehicle to actually fail the test.

81. Nonetheless, Defendant knowingly published these false and misleading commercial statements in order to create the false and misleading impression that Plaintiff is engaging in illegal activity and defrauding its dealer network.

82. Indeed, Defendant's knowledge that these statements are false is betrayed by the fact that, notwithstanding his disparaging allegations concerning Plaintiff and its products, he continues to advertise, market, and sell REVO branded products.

83. Further, in making the aforementioned statements, the Defendant's malice and intent to harm Plaintiff's business reputation is demonstrated by the fact that he has also adopted the designation, as seen on both his website and eBay stores, "OVER Technik" – which is merely REVO spelled backwards. On the eBay website, he further mocks Plaintiff and states "Welcome to the World of OVER Technik!" That Defendant's conduct is malicious and directed to harm Plaintiff, a UK company, is further evidenced by the final sentence on his website – "As they say in the UK Cheers a[**]hole!" See Exhibit N.

84. As a result of Defendant's false, malicious, defamatory, and disparaging statements about Plaintiff on his website, the eBay website, and via email to Plaintiff's dealers, Defendant has caused substantial injury to Plaintiff's business reputation and goodwill.

COUNT I
VIOLATIONS OF THE U.S. LANHAM ACT
(Trademark Infringement, False Designation of Origin and Unfair Competition Under
15 U.S.C. §§ 1114(1), 1125(a))

85. Plaintiff repeats and realleges each of the allegations contained in the preceding paragraphs as though more specifically set forth at length herein.

86. Plaintiff has long standing rights in the REVO Marks, which marks are inherently distinctive to the public.

87. Plaintiff owns a U.S. Trademark Registration for the REVO Marks.

88. The REVO Marks have become well-known to consumers throughout the United States as an indication of goods and services emanating from or authorized by a single source, namely Plaintiff, and thus have acquired distinctiveness and secondary meaning.

89. Defendant's distribution, advertisement, offering for sale, and sale of goods and services under the Infringing Mark is likely to cause confusion, to cause mistake, or to deceive in violation of Section 32(1) of the Lanham Act, 15 U.S.C. § 1114(1), and Section 43(a) of the Lanham Act, 15 U.S.C. § 1125(a).

90. In addition, Defendant's use and promotion of Plaintiff's REVO Marks in commerce constitutes infringement of Plaintiff's REVO Marks in violation of Section 32(1) of the Lanham Act, 15 U.S.C. § 1114(1), and Section 43(a) of the Lanham Act, 15 U.S.C. § 1125(a).

91. Defendant's wrongful conduct also creates a false designation of origin and a false representation of Plaintiff's goods and services in violation of Section 43(a) of the Lanham Act, 15 U.S.C. § 1125(a). Defendant's acts intend to suggest and has falsely suggested that Defendant's goods and services are endorsed, sponsored, authorized, or approved by Plaintiff in a manner to mislead consumers.

92. Defendant's acts described herein infringe Plaintiff's Marks, injure Plaintiff's business, reputation, and goodwill, and unless restrained and enjoined, will continue to do so, causing Plaintiff irreparable harm.

93. Defendant's acts of trademark infringement have irreparably harmed and, if not enjoined, will continue to irreparably harm the general public, who has an interest in being free from confusion, mistake, and deception.

94. By reason of Defendant's acts of trademark infringement, Plaintiff's remedy at law is not adequate to compensate it for the injuries inflicted by Defendants. Accordingly, Plaintiff is entitled to injunctive relief pursuant to 15 U.S.C. § 1116.

95. Defendant's acts of trademark infringement are willful and Plaintiff is entitled to damages, and that those damages be trebled under 15 U.S.C. § 1117.

96. The foregoing acts of infringement have been and continue to be deliberate, willful and wanton, making this an exceptional case within the meaning of 15 U.S.C. § 1117 and entitling Plaintiff to an award of attorney's fees.

COUNT II
VIOLATIONS OF THE U.S. LANHAM ACT
(False Advertising, Commercial Defamation and Unfair Competition Under 15 U.S.C.
§ 1125(a))

97. Plaintiff repeats and realleges each of the allegations contained in the preceding paragraphs as though more specifically set forth at length herein.

98. Defendant's conduct, described herein, constitutes false advertising, product disparagement and unfair competition in violation of Section 43(a) of the Lanham Act, 15 U.S.C. § 1125(a).

99. Defendant's commercial statements, made through and in the context of interstate commerce, to customers and dealers that Plaintiff is perpetrating a fraud against government agencies by circumventing emission devices; utilizing "illegal" intellectual property; committing acts of forgery; and defrauding its customers and dealer network; are all false statements. In addition, Defendant's statement that Plaintiff is "bilking" its dealers creates the false and

misleading impression that Plaintiff is undermining its dealer network and is seeking to divert customers away from them.

100. Defendant's false and misleading statements, described above, have misled and have the tendency to mislead and deceive Plaintiff's dealers and customers concerning Plaintiff and its products.

101. Defendant's false and misleading statements are material because they are likely to affect consumers' decisions to purchase Plaintiff's product as well as dealers' decisions to conduct business with Plaintiff.

102. Defendant's false and misleading statements are willful and reckless because Defendant knew or should have known that the statements made were false, and they were intended to deceive, mislead and confuse the parties reading the statements about the manner in which Plaintiff operates its business and the nature of Plaintiff's products.

103. Plaintiff has suffered irreparably injury to its goodwill and reputation as a direct and proximate result of Defendant's false and misleading statements and violations of the Lanham Act.

104. Each of Defendant's separate violations of the Lanham Act, as alleged herein, in combination with one or more of the other violations, also constitutes, in combination, separate aggregate violations of Section 43(a) of the Lanham Act; 15 U.S.C. § 1125(a).

105. Defendant's conduct in this respect is continuing and will continue unless restrained by the Court. Unless Defendant is enjoined from engaging in its wrongful conduct, Plaintiff will continue to suffer irreparable injury and harm.

misleading impression that Plaintiff is undermining its dealer network and is seeking to divert customers away from them.

100. Defendant's false and misleading statements, described above, have misled and have the tendency to mislead and deceive Plaintiff's dealers and customers concerning Plaintiff and its products.

101. Defendant's false and misleading statements are material because they are likely to affect consumers' decisions to purchase Plaintiff's product as well as dealers' decisions to conduct business with Plaintiff.

102. Defendant's false and misleading statements are willful and reckless because Defendant knew or should have known that the statements made were false, and they were intended to deceive, mislead and confuse the parties reading the statements about the manner in which Plaintiff operates its business and the nature of Plaintiff's products.

103. Plaintiff has suffered irreparably injury to its goodwill and reputation as a direct and proximate result of Defendant's false and misleading statements and violations of the Lanham Act.

104. Each of Defendant's separate violations of the Lanham Act, as alleged herein, in combination with one or more of the other violations, also constitutes, in combination, separate aggregate violations of Section 43(a) of the Lanham Act; 15 U.S.C. § 1125(a).

105. Defendant's conduct in this respect is continuing and will continue unless restrained by the Court. Unless Defendant is enjoined from engaging in its wrongful conduct, Plaintiff will continue to suffer irreparable injury and harm.

COUNT III
VIOLATION OF THE ANTICYBERSQUATTING CONSUMER PROTECTION ACT
(15 U.S.C. § 1125(d))

106. Plaintiff repeats and realleges each of the allegations contained in the preceding paragraphs as though more specifically set forth at length herein.

107. Upon information and belief, Defendant is the owner of the Infringing Domain, www.revotechnikusa.com.

108. Defendant registered and used the Infringing Domain in bad faith and with the specific intent of diverting consumers from Plaintiff's website, unlawfully profiting from use of Plaintiff's REVO Marks, causing harm to Plaintiff and its brand, and creating a likelihood of confusion as to source, sponsorship, affiliation, or endorsement of Defendant by Plaintiff.

109. Defendant actions constitute a violation of the Anticybersquatting Consumer Protection Act, 15 U.S.C. § 1125(d) (the "ACPA").

110. Defendant's unauthorized registration and use of the Infringing Domain have caused and unless enjoined, will continue to cause, irreparable injury to Plaintiff and to the goodwill associated with the REVO Marks.

111. As Defendant's actions constitute a violation of the ACPA, Plaintiff is entitled to an order from this Court directing the Registrar of said domain to transfer the ownership of the Infringing Domain to Plaintiff and an award of damages to be determined at trial as well as attorneys' fees, costs and disbursements.

COUNT IV
COMMON LAW TRADEMARK INFRINGEMENT
(N.Y. Gen. Bus. Law § 360)

112. Plaintiff repeats and realleges each of the allegations contained in the preceding paragraphs as though more specifically set forth at length herein.

113. Plaintiff is the owner of the common law rights in the REVO Marks, including in the mark REVO TECHNIK. Plaintiff's REVO Marks are well known, distinctive and recognized as denoting high-quality goods and services to the purchasing public throughout the United States.

114. Due to such reputation and public awareness, Plaintiff has established valuable good will in connection with REVO Marks.

115. Defendant's unauthorized adoption and use of the Infringing Mark, which is identical or nearly identical to Plaintiff's REVO Marks, and Defendant's wrongful use and appropriation of Plaintiff's REVO Marks in New York is likely to cause confusion or mistake and has and will deceive the public into associating Defendant's goods and services with those of Plaintiff.

116. These acts constitute common law service mark infringement for which Plaintiff has no adequate remedy at law.

117. Upon information and belief, Defendant committed the above alleged acts willfully, in bad faith, and in conscious disregard of Plaintiff's rights, and Plaintiff is therefore entitled to exemplary and punitive damages pursuant to the common law of the State of New York in an amount sufficient to punish, deter and make an example of Defendants.

118. By the acts described above, Defendants have engaged in trademark infringement in violation of the common law of the State of New York.

119. Defendant's acts have caused, and will continue to cause, irreparable injury to Plaintiff for which Plaintiff has no adequate remedy at law.

COUNT V
DEFAMATION IN VIOLATION OF NEW YORK COMMON LAW

120. Plaintiff repeats and realleges each of the allegations contained in the preceding paragraphs as though more specifically set forth at length herein.

121. Defendant published false and defamatory statements about Plaintiff, its products, and business practices on his website, on the eBay website and through emails to dealers within Plaintiff's dealer network.

122. Through such statements, Defendant falsely asserts, *inter alia*, that Plaintiff engages in conduct to defraud government agencies by circumventing emissions devices; Plaintiff defrauds its customers and dealers; Plaintiff commits forgery and Plaintiff diverts customers from its dealer network.

123. Defendant knew the statements concerning Plaintiff were false and defamatory when he published it to others, or Defendant published such statements with reckless or wanton disregard as to whether such statements are true or false.

124. Defendant's statements are defamatory *per se* as they impute fraud and misconduct to Plaintiff thereby causing significant harm to Plaintiff's trade and business reputation, diminishing Plaintiff's goodwill, and subjecting Plaintiff to contempt, ridicule, aversion, ostracism, degradation or disgrace.

125. As a result of Defendant's conduct, Plaintiff has been greatly injured and damaged in an amount to be determined at trial.

126. Defendant's conduct is continuing and will continue unless restrained by the Court. Unless Defendant is enjoined from engaging in wrongful conduct, Defendant will continue to suffer irreparable injury and harm.

COUNT VI
UNFAIR COMPETITION IN VIOLATION OF NEW YORK COMMON LAW
(N.Y. Gen. Bus. Law § 349(a))

127. Plaintiff repeats and realleges each of the allegations contained in the preceding paragraphs as though more specifically set forth at length herein.

128. The adoption and use by Defendant in New York of the Infringing Mark, and unauthorized use and display of Plaintiff's REVO Marks constitutes unlawful appropriation of Plaintiff's exclusive rights in and to its REVO Marks.

129. Through such acts, Defendant improperly trades upon Plaintiff's goodwill and valuable rights in and to the REVO Marks.

130. In addition, Defendant's false and misleading statements and other wrongful conduct, described herein, constitute unfair competition in violation of New York common law.

131. Defendant's false and misleading statements have misled and have the tendency to mislead Plaintiff's customers and dealer network.

132. Defendant's false and misleading statements, described herein, constitute willful and deliberate efforts to cause (i) customers to refrain from purchasing Plaintiff's product; or (ii) Plaintiff's dealers to refrain from continuing to do business with Plaintiff.

133. Defendant's unauthorized use of the REVO Marks and misleading statements have caused and is causing damage and irreparable injury to Plaintiff.

134. The foregoing acts by Defendant constitute unfair competition and infringement of Plaintiff's common law rights for which Plaintiff has no adequate remedy at law.

COUNT VII
BREACH OF CONTRACT

135. Plaintiff repeats and realleges each of the allegations contained in the preceding paragraphs as though more specifically set forth at length herein.

136. Plaintiff succeeded to Revo Developments, Limited's rights under the Agreements.

137. Under the terms of the Agreements, Defendant acknowledged Plaintiff's rights in and ownership of the REVO Marks.

138. Further, the terms of the Agreements set forth that upon termination of the dealership relationship, Defendant was to return or make available for return Plaintiff's proprietary SPP Cable as well as unused REVO materials or goods.

139. Upon termination of the agreement, Plaintiff demanded that Defendant return the SPP Cable and the unused materials.

140. Defendant, however, failed and has refused to comply with such demand

141. Moreover, despite acknowledging Plaintiff's rights in the REVO Marks, and though he is no longer authorized to do so, Defendant continues to use the Infringing Mark and continues to sell and promote REVO branded products and advertise and display Plaintiff's REVO Marks on his website and on his eBay stores.

142. As a result of Defendant's material breaches of the Agreements, Plaintiff has suffered damages in an amount to be determined at trial.

**COUNT VIII
TORTIOUS INTERFERENCE WITH CONTRACT IN VIOLATION OF NEW YORK
COMMON LAW**

143. Plaintiff repeats and realleges each of the allegations contained in the preceding paragraphs as though more specifically set forth at length herein.

144. Defendant's statements, described herein, are knowingly false and defamatory statements about Plaintiff, Plaintiff's business and its products.

145. Defendant's knowingly false, misleading and disparaging statements are causing ~~the dealers~~ to believe that Plaintiff is engaged in a scheme to defraud government agencies and/or ~~that~~ Plaintiff is currently subject to a government investigation and/or that Plaintiff defrauds its ~~dealer~~ network.

146. Defendant statements are made with the unjustifiable intention of harming Plaintiff and its relationship with its existing dealers and to cause injury to Plaintiff's goodwill, reputation and business.

147. Defendant has also solicited Plaintiff's dealers to breach their dealership agreements with Plaintiff by providing Defendant with proprietary information and equipment belonging to Plaintiff.

148. Defendant is well aware that Plaintiff operates through a network of dealers in the United States and that such dealers have entered into valid and subsisting dealer agreements with Plaintiff.

149. Defendant has intentionally and unjustifiably interfered with the business relationships between Plaintiff and its dealers by making knowingly false and misleading statements regarding Plaintiff and its product to induce Plaintiff's dealers to breach their dealer agreement with Plaintiff, including but not limited to, by providing Defendant with proprietary materials belonging to Plaintiff.

150. Defendant has and continues to cause Plaintiff damage, including irreparable injury to Plaintiff's business relationships with its dealers, as well as Plaintiff's good will and reputation.

COUNT IX
TORTIOUS INTERFERENCE WITH PROSPECTIVE ECONOMIC ADVANTAGE IN
VIOLATION OF NEW YORK COMMON LAW

151. Plaintiff repeats and realleges each of the allegations contained in the preceding paragraphs as though more specifically set forth at length herein.

152. Defendant's statements, described herein, are knowingly false and defamatory statements about Plaintiff, Plaintiff's business and its products.

153. Defendant has intentionally and maliciously made such false statements to cause injury to Plaintiff and to Plaintiff's goodwill, reputation and business.

154. Defendant's knowingly false, misleading and disparaging statements are causing dealers and/or customers to believe that Plaintiff is engaged in a scheme to defraud government agencies and/or that Plaintiff is currently subject to a government investigation and/or that Plaintiff defrauds its dealer network.

155. Defendant is well aware that Plaintiff operates through a network of dealers in the United States and Plaintiff intends to further develop this network with other dealers in the automotive industry as well as obtain new customers.

156. Defendant has intentionally and unjustifiably interfered with the business relationships between Plaintiff and those parties by making knowingly false and misleading statements regarding Plaintiff and its product.

157. Defendant has and continues to cause Plaintiff damage, including irreparable injury to Plaintiff's business relationships with its dealers and customers, as well as Plaintiff's good will and reputation.

PRAYER FOR RELIEF

WHEREFORE, Plaintiff respectfully requests that this Court:

A. Enter judgment in favor of Plaintiff and against Defendant on Plaintiff's causes of action stated herein;

B. Grant Plaintiff a permanent injunction enjoining Defendant and its officers, agents, servants, employees, attorneys and all other persons in active concert or participation with any of them, from:

1. Directly or indirectly infringing Plaintiff's trademarks in any manner, including but not limited to the provision, advertising, selling, or offering for sale any services that infringe Plaintiff's trademarks or trade dress; and
2. Using the REVO Marks or any reproduction, counterfeit, copy, or colorable imitation of such mark in connection with the provision, advertising, marketing, sale, offering for sale, or other use of any good or service, including on any website owned or controlled by Defendant, including but not limited to the website, www.europeanpartsemporium.com; and
3. Using any word, term, name, symbol, or device, or any combination thereof, or using any false designation of origin, false, or misleading description of fact, or false or misleading representation of fact, which is likely to cause confusion, or to cause mistake or to deceive as to the affiliation, connection, or association of Defendant with Plaintiff or as to the origin, sponsorship, or approval of a Defendant's services by Plaintiff;
4. Engaging in any other activity constituting unfair competition with Plaintiff or constituting an infringement of the REVO Marks;

5. Making any false, misleading, slanderous, defamatory, or disparaging statements or engaging in false, misleading or unfair trade practices or tortious interference with business relationships, including, without limitation, stating, claiming, suggesting, intimating or implying in any manner whatsoever that Plaintiff is seeking to defraud federal and government agencies by tampering with smog detectors, that Plaintiff has made fraudulent statements to its dealers and/or customers, committed forgery or diverted customers from its dealer network;
6. Making any other false, misleading, slanderous, disparaging or defamatory statements about Plaintiff or Plaintiff's products; and
7. Otherwise engaging in acts, either directly or through other entities, of product disparagement, slander, unfair and deceptive trade practices, unfair competition, or tortious interference with actual or prospective business relations.

B. Enter an order requiring Defendant to immediately place a corrective statement in a form, frequency, manner and publications that are acceptable to Plaintiff and the Court that expressly notifies the public that Plaintiff's does not defraud government agencies, its customers or dealers.

C. Enter an order compelling Defendant to return Plaintiff's proprietary materials, including the SPP Cable;

D. Enter an award directing the Registrar of the Infringing Domain to transfer the ownership of the Infringing Domain to Plaintiff;

E. Enter an award permanently enjoining Defendant, anyone active in concert with or in participation therewith, from registering any domain name with consists of any slogan, name, or mark confusingly similar to the REVO Marks;

- E. Enter judgment awarding Plaintiff compensatory damages, including lost profits;
- F. Order an accounting of Defendant's profits realized in connection with the sale of ~~defaming~~ products or on account of any false association with Plaintiff and false ~~advertising~~, and an award in such amount to Plaintiff;
- H. Grant an award to Plaintiff of exemplary damages;
- I. Order recovery of compensatory punitive damages for Defendant's willful and malicious actions;
- J. Grant of an award of attorneys' fees under the Lanham Act, 15 U.S.C. § 1117; and
- K. Such other and further relief as the Court may deem just and necessary.

JURY DEMAND

Pursuant to Fed. R. Civ. P. 38(b), plaintiff hereby demands a trial by jury on all issues so triable herein.

Dated: August 13, 2015

Respectfully submitted,

/s/ Melissa A. Peña

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